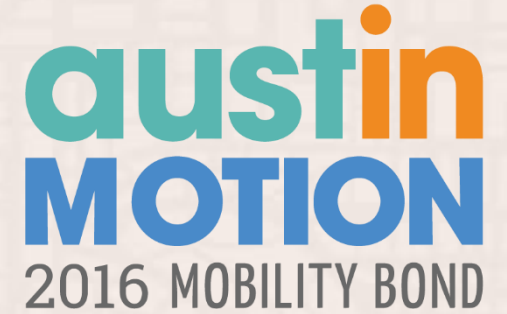


PROPOSED CORRIDOR CONSTRUCTION PROGRAM

CORRIDOR PROGRAM OFFICE
BRIEFING TO AUSTIN CITY COUNCIL
MARCH 20, 2018



TODAY'S DISCUSSION

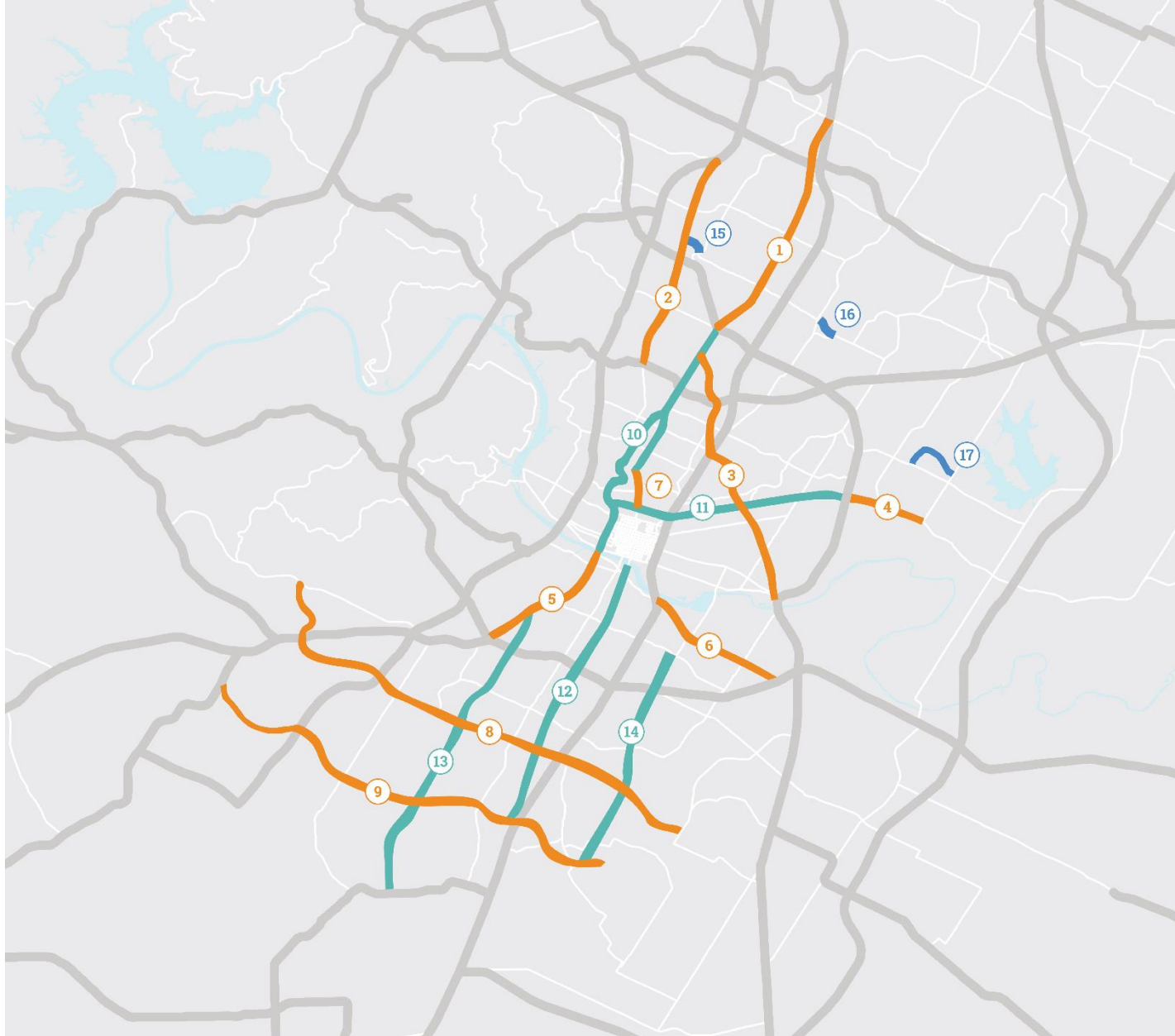
- Overview of Proposed Corridor Construction Program
- Expected Outcomes
- Implementation and Coordination Strategy
- Managing Risk
- March 22 Agenda Items

2016 MOBILITY BOND PROGRAM

\$720 million for transportation and mobility improvements

- **\$101 million for Regional Mobility Projects**
- **\$482 million for Corridor Improvement Projects**
- **\$137 million for Local Mobility Projects**
 - Sidewalks - \$37.5 million
 - Urban Trails - \$26 million
 - Safe Routes to School - \$27.5 million divided evenly by 10 City Council Districts
 - Bikeways - \$20 million
 - Intersection Safety/Vision Zero - \$15 million
 - Sub-Standard Streets/Capital Renewal - \$11 million

CORRIDOR MOBILITY PROGRAM



CORRIDOR CONSTRUCTION PROGRAM:

- 1 North Lamar Boulevard
(US Hwy. 183 to Howard Lane)
- 2 Burnet Road
(Koenig Lane to MoPac Expressway)
- 3 Airport Boulevard
(North Lamar Boulevard to US Hwy. 183)
- 4 East MLK Jr. Boulevard/FM 969
(US Hwy. 183 to Decker Lane)
- 5 South Lamar Boulevard
(Riverside Drive to Ben White
Boulevard/US Hwy. 290 West)
- 6 East Riverside Drive
(I-35 to SH 71)
- 7 Guadalupe Street
(MLK Jr. Boulevard to W. 29th Street)*
- 8 William Cannon Drive
(Southwest Parkway
to McKinney Falls Parkway)*
- 9 Slaughter Lane
(FM 1826 to Vertex Boulevard)*
*Report in progress

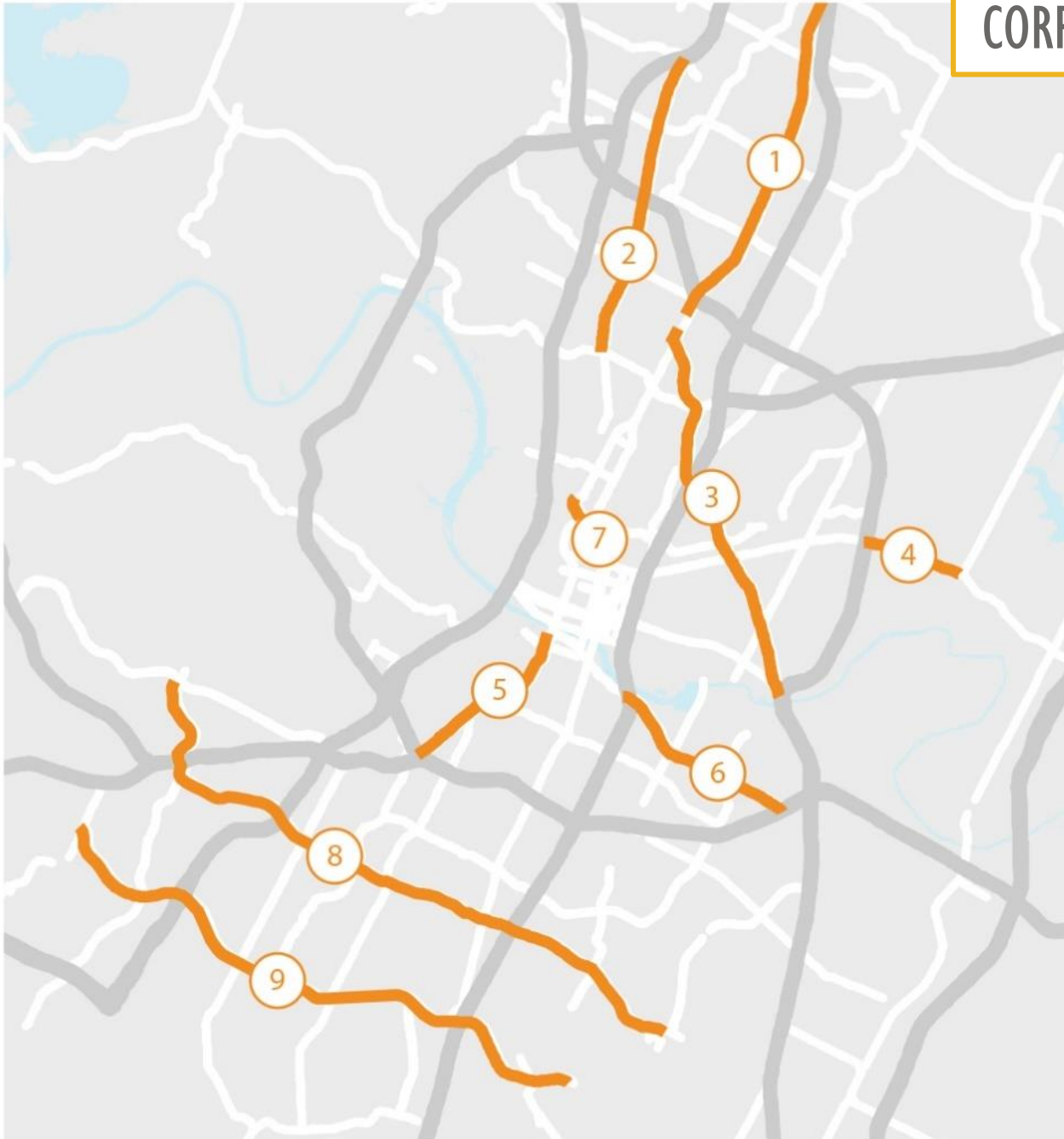
PRELIMINARY ENGINEERING:

- 10 North Lamar Boulevard
(Lady Bird Lake to US 183) /
Guadalupe Street
(W. 29th St. to North Lamar Boulevard)
- 11 E. MLK Jr. Blvd/FM 969
(North Lamar Boulevard to US 183)
- 12 South Congress Avenue
(Lady Bird Lake to Slaughter Lane)
- 13 Manchaca Road
(South Lamar Boulevard to FM 1626)
- 14 South Pleasant Valley Road
(Oltorf Street to Slaughter Lane)

PRELIMINARY AND DESIGN WORK:

- 15 West Rundberg Lane
(Burnet Road to Metric Boulevard)
- 16 East Rundberg Lane
(Cameron Road to Ferguson Lane)
- 17 Colony Loop Drive
(Loyola Lane to Decker Lane)

CORRIDORS ELIGIBLE FOR CONSTRUCTION



- ① North Lamar Boulevard
(US Hwy. 183 to Howard Lane)
- ② Burnet Road (Koenig Lane to MoPac Expressway)
- ③ Airport Boulevard
(North Lamar Boulevard to US Hwy. 183)
- ④ East MLK Jr. Boulevard/FM 969
(US Hwy. 183 to Decker Lane)
- ⑤ South Lamar Boulevard
(Riverside Drive to Ben White Boulevard/
US Hwy. 290 West)
- ⑥ East Riverside Drive (I-35 to SH 71)
- ⑦ Guadalupe Street
(MLK Jr. Boulevard to W. 29th Street)*
- ⑧ William Cannon Drive
(Southwest Parkway to McKinney Falls Parkway)*
- ⑨ Slaughter Lane (FM 1826 to Vertex Road)*

* Report in progress

PUBLIC ENGAGEMENT

- Prior to 2016 bond election:
 - Corridor Studies – each study incorporated public engagement
 - Mobility Talks – community survey and discussion on mobility priorities
 - Community feedback on mobility priorities from other initiatives
- After November 2016:
 - Corridor pop-ins and community survey
 - Focus group – multiple, diverse stakeholders represented
 - Postcards sent to residents/businesses around corridors
 - Property and business-owner letters, surveys
 - Stakeholder briefings and presentations

CONTRACT WITH VOTERS



CORRIDOR-WIDE MOBILITY IMPROVEMENTS

- Continuous ADA-compliant sidewalks
- Signalized pedestrian crossings (PHBs)
- Continuous bicycle facilities
- Intersection safety improvements
- Traffic signals with enhanced technology
- Transit priority signals/bus queue jump lanes
- Optimized transit stop locations (Capital Metro Connections 2025)





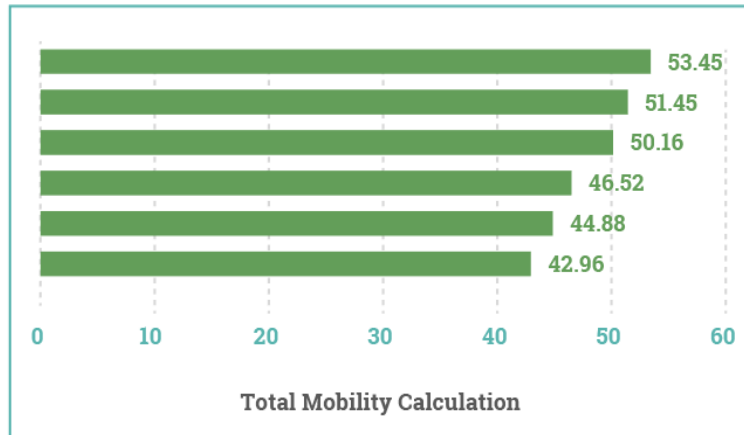
ENHANCED MULTIMODAL IMPROVEMENTS

Corridor-wide mobility improvements plus:

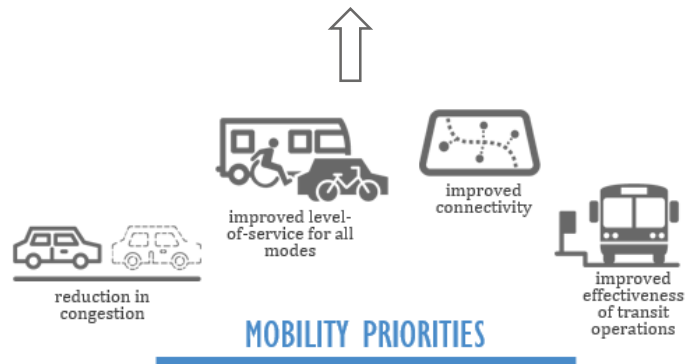
- Full street reconstruction to ideal multimodal configuration
- Wide sidewalks/shared-use paths on both sides of the road
- Protected bicycle facilities
- Improved driveway configurations and medians
- Drainage improvements to support mobility improvements
- Street lighting
- Landscaping/trees

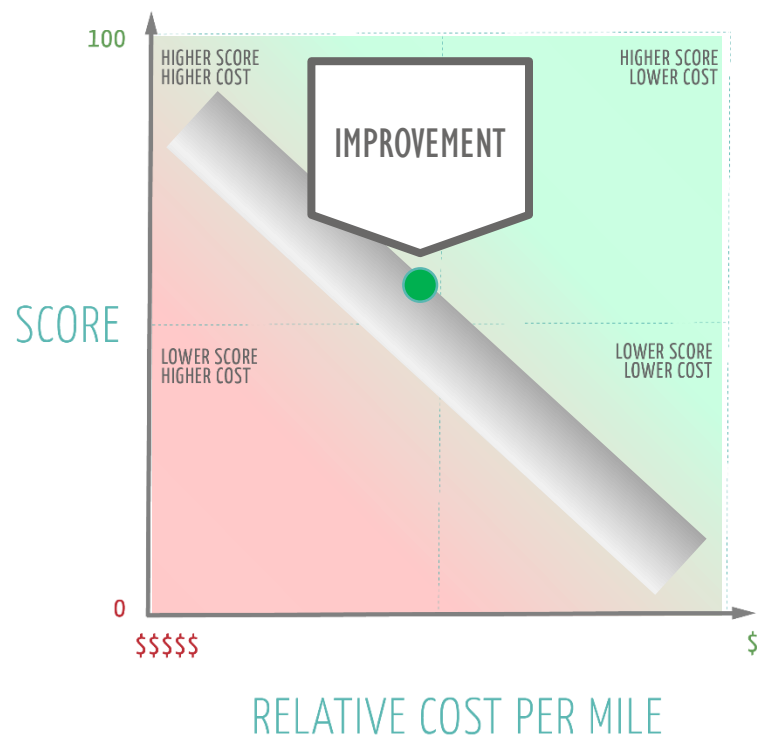
34 INVESTMENT PACKAGES OF CORRIDOR-WIDE MOBILITY IMPROVEMENTS OR ENHANCED MULTIMODAL IMPROVEMENTS ON 9 CORRIDORS

MOBILITY CALCULATION



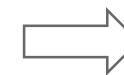
COMMUNITY CONSIDERATIONS INDEX





REALITIES OF IMPLEMENTATION

- Leveraging
- Geographic dispersion
- Packaging
- Coordination
- Sequencing
- Accelerated delivery



**PROPOSED
CORRIDOR
CONSTRUCTION
PROGRAM**

PROPOSED CORRIDOR CONSTRUCTION PROGRAM

\$1.4 billion Corridor Construction Program: 34 investment packages across 9 corridors

- Approach to implementation – Maintain flexibility to leverage other funding opportunities. All 34 investment packages will move forward in one of the following funding categories:
 - Full design and construction with 2016 Mobility Bond
 - Initiate design with 2016 Mobility Bond, seek additional funding
 - Seek other funding (leveraging, partnerships, other opportunities)

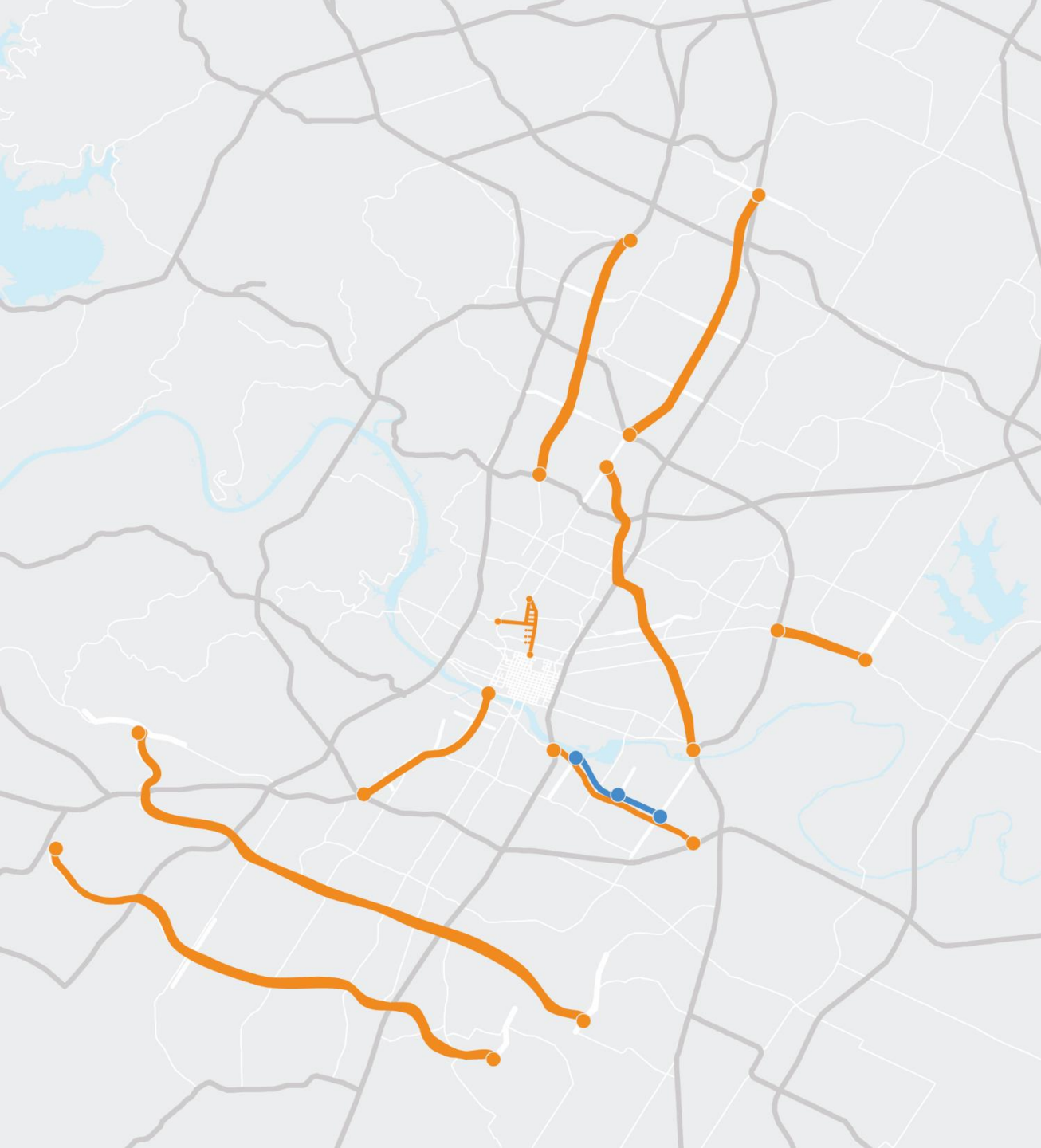
FULL DESIGN/CONSTRUCTION

CORRIDOR-WIDE MOBILITY IMPROVEMENT PACKAGES FOR ALL 9 CORRIDORS

- Intersection improvements, pavement rehabilitation, traffic signal upgrades
- ADA-compliant sidewalks or shared-use paths along full length of each corridor
- Bicycle facilities (bicycle lane or shared-use path) along full length of each corridor
- Transit signal priority, improved connections, bus queue jump lanes

ENHANCED MULTIMODAL IMPROVEMENTS FOR:

- East Riverside Drive: Shore District Drive to Montopolis Drive



FUNDING CATEGORY: Full Design and Construction

Corridor-wide Mobility
Improvements on all 9 corridors

Enhanced Multimodal Improvements
on East Riverside – Shore District
Drive to Montopolis Drive

Reduced Vehicular Delay

- Anticipated 25% average reduction in delay time
- 30 intersections improved, 50 new intersection turn lanes
- 120 signal improvements with new technology
- 30 miles of pavement rehabilitation

Increased Safety

- Anticipated 15% reduction in crash rate
- 13 of Austin's Top 28 crash intersections improved
- Intermittent median islands to reduce crashes
- 40 new mid-block pedestrian crosswalk signals (Pedestrian Hybrid Beacons)

Better Connectivity and Travel Options

- 75 miles of sidewalks or shared-use paths creating a complete network along the length of all nine corridors
- 40 miles of bicycle lanes creating a complete network along the length of all nine corridors
- 100 bicycle route connections
- Coordinated transit improvements (Capital Metro Connections 2025)

INITIATE DESIGN & POTENTIAL CONSTRUCTION

ENHANCED MULTIMODAL INVESTMENT PACKAGES FOR:

- William Cannon Corridor – all segments
 - I-35 to McKinney Falls Parkway (submitted for CAMPO grant)
- Airport Boulevard – all segments
- South Lamar Boulevard
 - Panther Trail to US 290/Ben White
- North Lamar Boulevard
 - Parmer Lane to Howard Lane/I-35 (submitted for CAMPO grant)

FUNDING CATEGORY: Initiate Design and Possible Construction

Enhanced Multimodal Improvements:

- William Cannon Drive
- Airport Boulevard
- South Lamar – Panther Trail to Ben White Boulevard
- North Lamar – Parmer Lane to I-35/Howard Lane

SEEK OTHER FUNDING

ENHANCED MULTIMODAL INVESTMENT PACKAGES FOR:

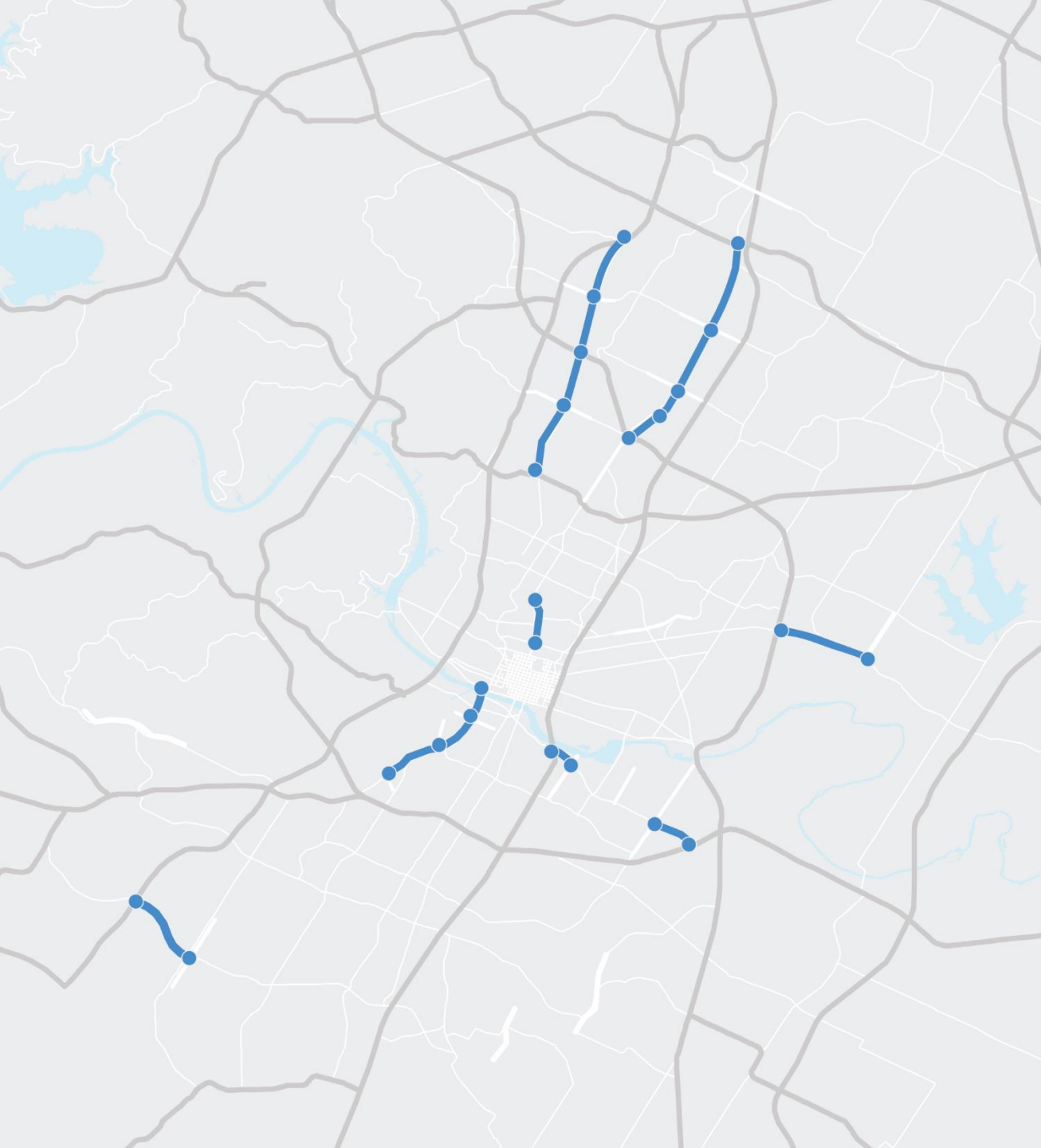
- East Riverside
 - I-35 to Shore District Drive
 - Montopolis Drive to SH 71
- North Lamar Boulevard
 - US 183 to Parmer Lane
- Burnet Road
 - West Koenig Lane to Mopac
- Slaughter Lane
 - Mopac to Brodie Lane (CAMPO grant)

SEEK OTHER FUNDING

ENHANCED MULTIMODAL INVESTMENT PACKAGES FOR:

- Guadalupe Street
 - Martin Luther King Jr. Boulevard to W. 29th Street
- E. Martin Luther King Jr. Blvd./FM 969
 - US 183 to Decker Lane
- South Lamar Boulevard
 - Riverside Drive to Panther Trail

*Will seek other funding/leveraging opportunities for all 34 investment packages in the proposed program.



FUNDING CATEGORY: Initiate Design and Possible Construction

Enhanced Multimodal Improvements:

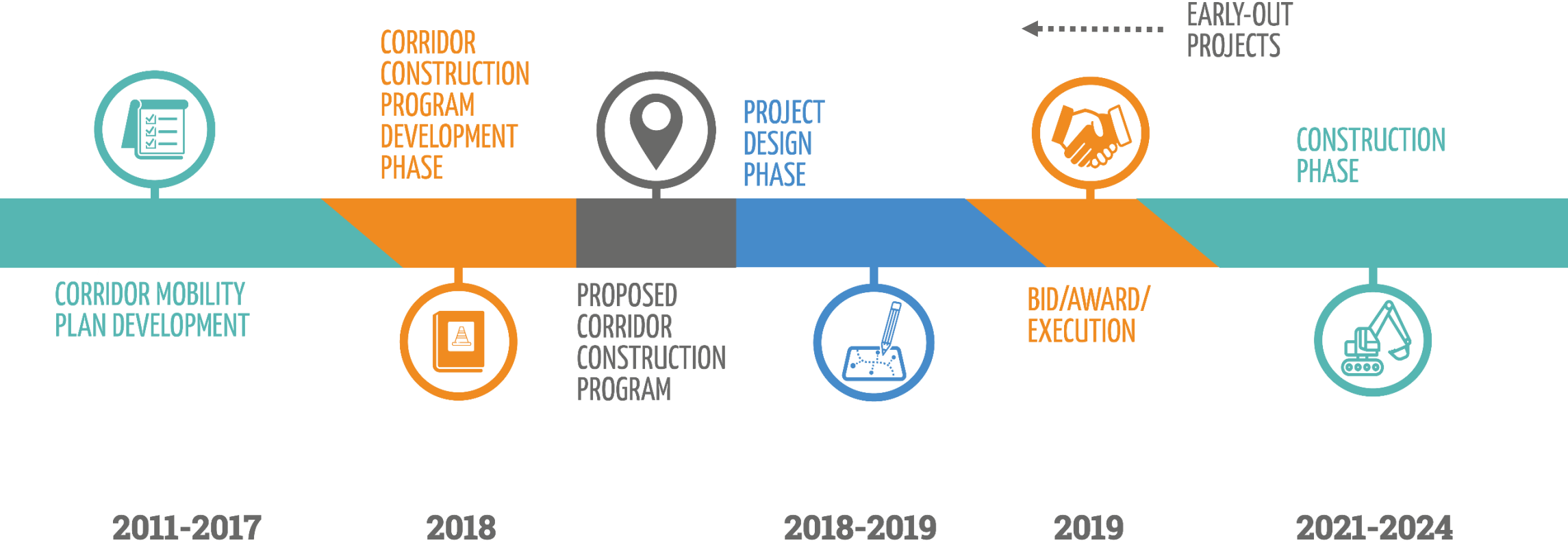
- Burnet Road
- Guadalupe Street
- E MLK Jr. Blvd/FM 969
- Slaughter Lane - MoPac to Brodie
- North Lamar – US 183 to Parmer Lane
- South Lamar – East Riverside to Panther Trail
- East Riverside Drive – I-35 to Shore District Drive and Montopolis Drive to US 71

FUNDING CATEGORIES

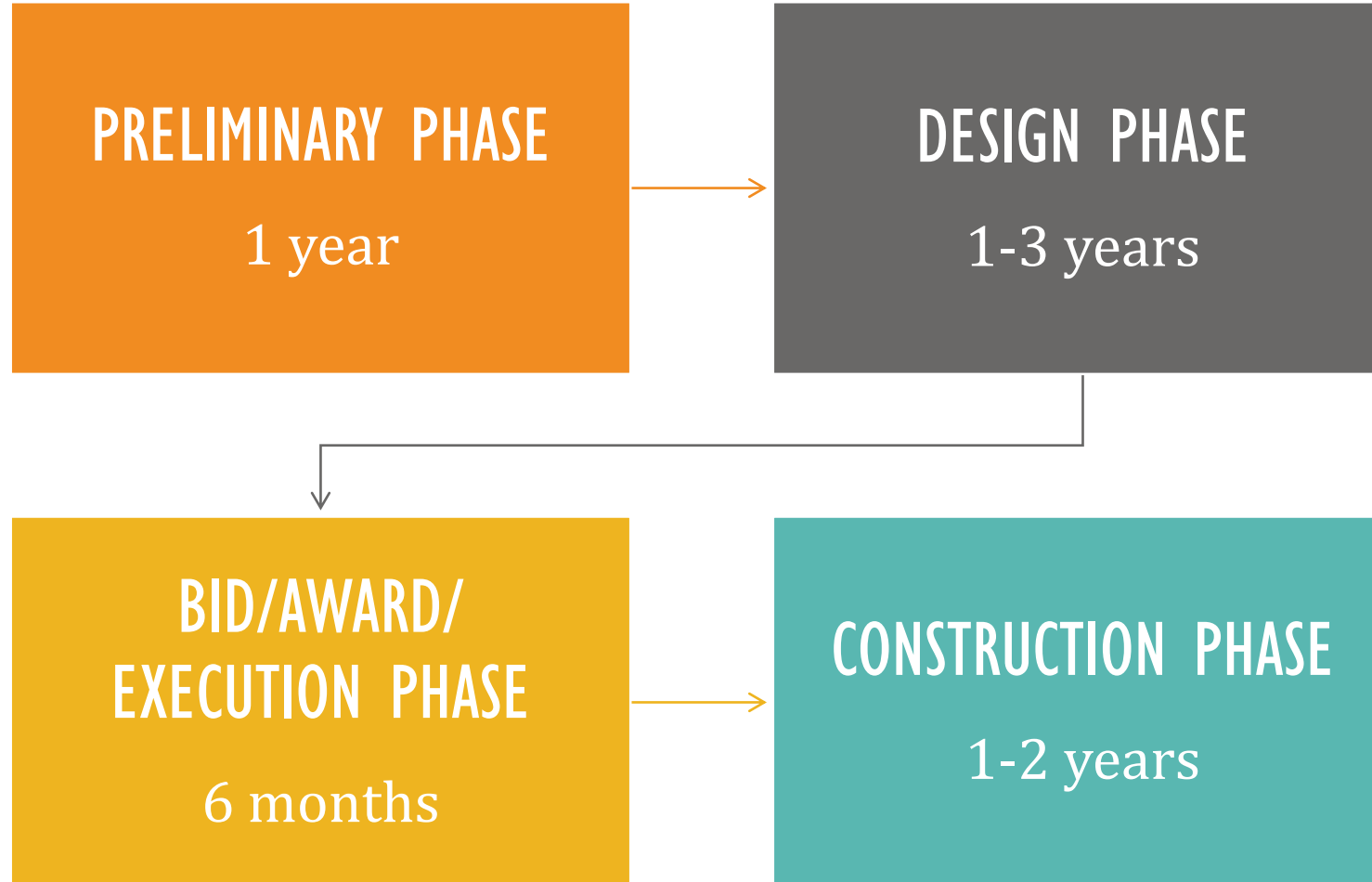
	Full Design and Construction	Initiate Design & Possible Construction	Seek Other Funding
2016 Mobility Bond Funding (\$482M)	~\$462M	~\$20M	\$0

IMPLEMENTATION & COORDINATION

PROGRAM TIMELINE



TYPICAL PROJECT PHASES & SCHEDULE



IMPLEMENTATION STRATEGY

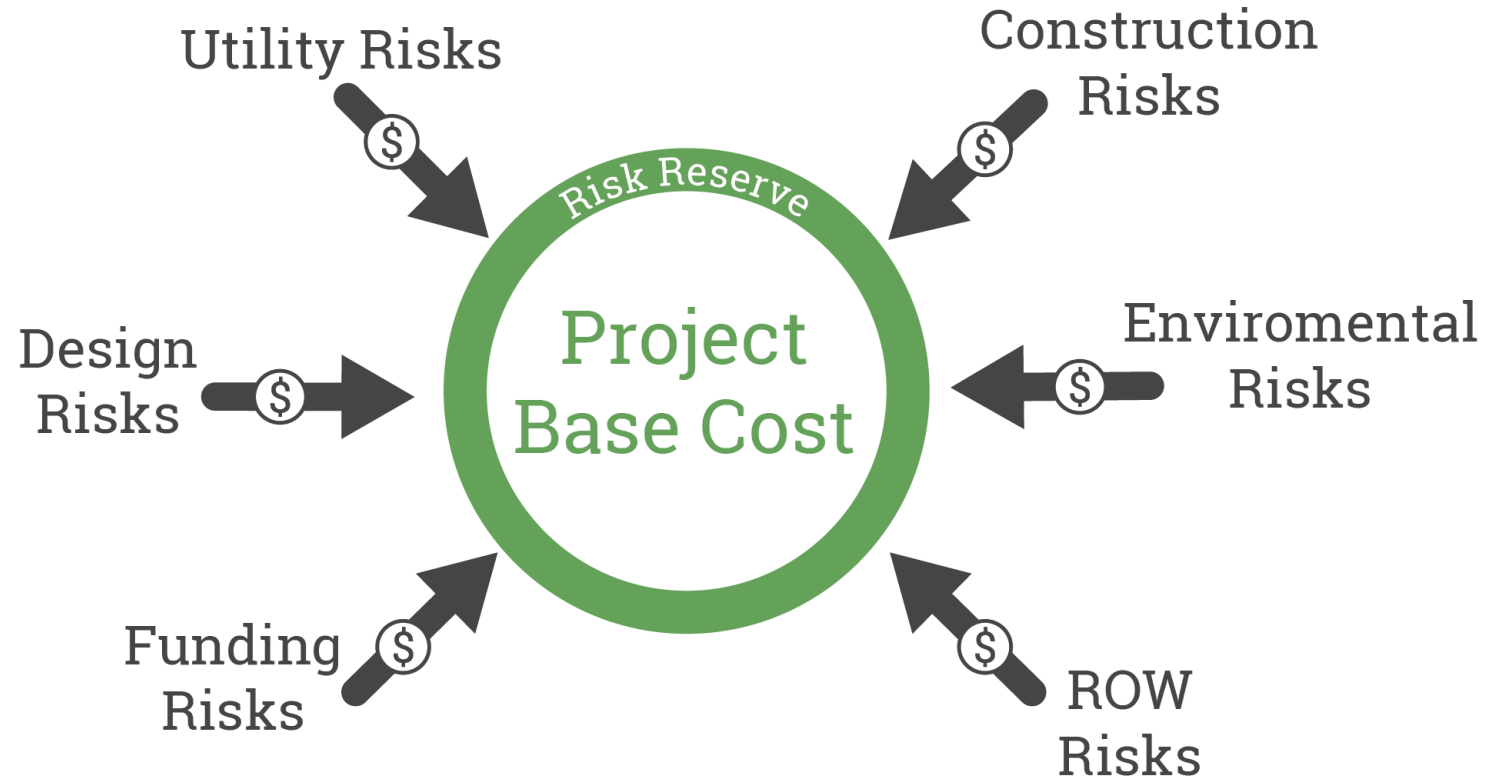
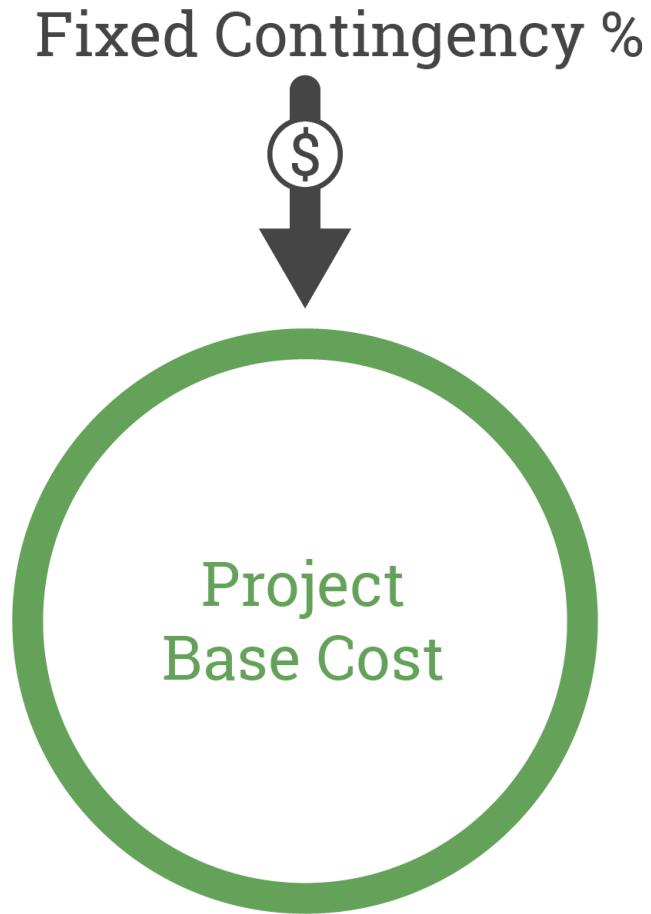
- ✓ Expedited capital delivery processes
- ✓ Leveraging/funding opportunities
- ✓ Coordination with City departments, agencies
- ✓ Aggressively manage risk, cost & schedule
- ✓ Design standards
- ✓ Continue to use Contract With Voters: implementation and outcomes
- ✓ Continue to plan, phase, program

PROJECT SEQUENCING

- Bulk of construction: 2021-24
- Seeking early-out construction opportunities
- Strategy:
 - Get in, get out
 - Minimize impact
 - Effectively manage traffic flow
 - Engage stakeholders early and often throughout design, construction

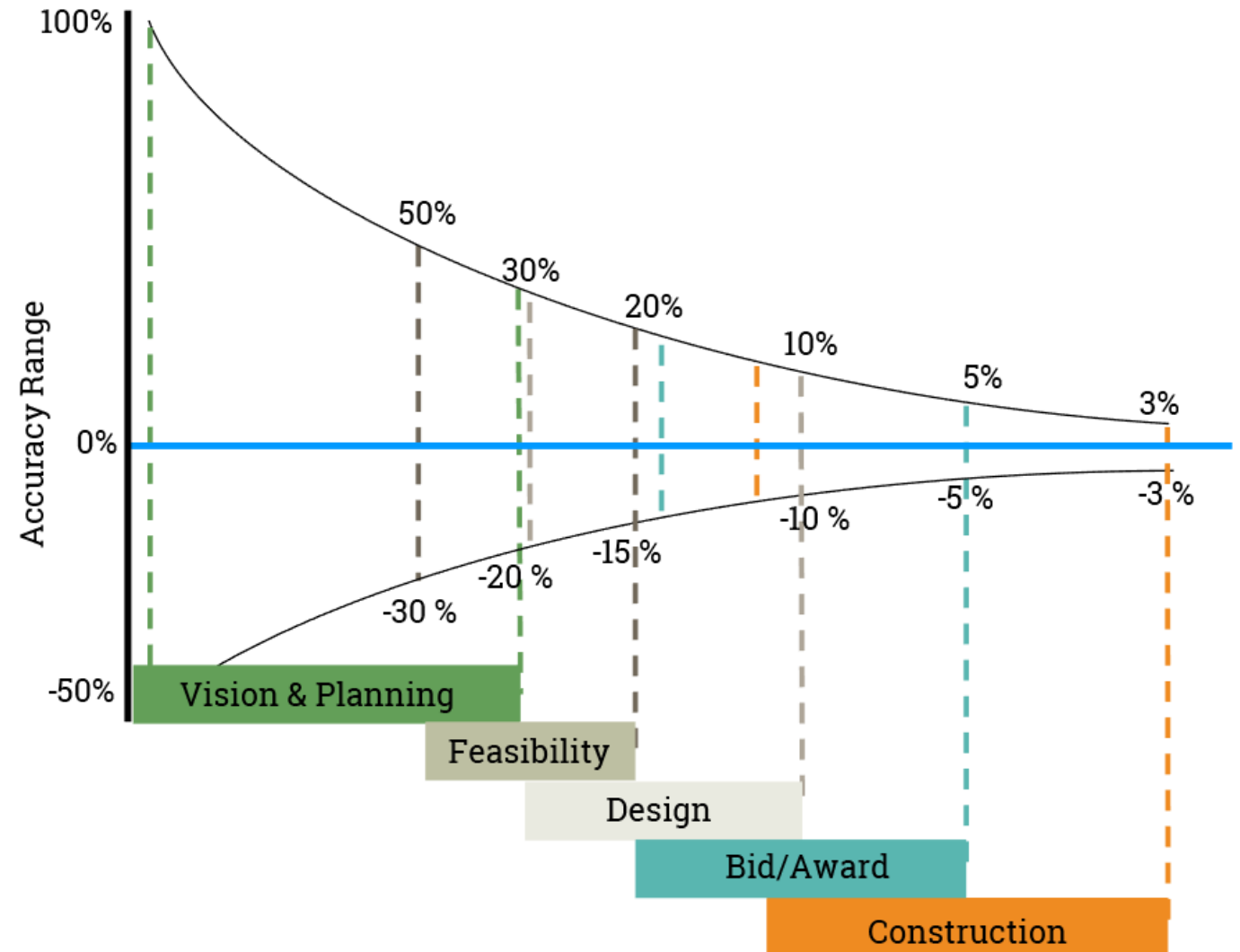
MANAGING PROJECT RISKS

TRADITIONAL VS. RISK-BASED ESTIMATING



COST & SCHEDULE RISK MANAGEMENT

PROJECT LIFE CYCLE: PROJECT COST UNCERTAINTY



COMMUNICATIONS & REPORTING

REPORTING FREQUENCY

	Ongoing	Quarterly	Annually	As Needed
Website/Project Explorer	X			
Project & Program Status Updates		X		
Council Updates				X
Mobility Committee Updates		X		
Bond Oversight Commission Updates		X		
Updates to Boards & Commissions				X
Memos & Meetings				X
Mobility Annual Plan/Report			X	

CITY PRIORITIES

MBE/WBE OUTREACH

Met with 10 stakeholder organizations for input

Austin Area Black
Contractors Association

U.S. Hispanic Contractors
Association de Austin

Asian Contractor
Association

Associated General Contractors
Association of Austin

Associated General Contractors
Association of Texas

Associated Builders and
Contractors Association

Greater Austin Black Chamber
of Commerce

Greater Austin Hispanic
Chamber of Commerce

Greater Austin Asian
Chamber of Commerce

Greater Austin Chamber
of Commerce

MBE/WBE OUTREACH

- MBE/WBE Outreach Plan resulted in these issues and action items to address issues
- Key issues included:
 - Community support
 - Quality Outreach
 - Availability of MBE/WBE Construction Firms
 - MBE/WBE Certification Process
 - Increase Capacity to Succeed
 - Size and Scope of Bid/Proposal Packages
 - Facilitate Relationships between Primes and Subs
 - Prime and Sub direct communication

MBE/WBE OUTREACH

- Next steps:
 - SMBR will develop an implementation plan for the action items listed in the plan.
 - Ongoing communication and outreach with stakeholder organizations.

ON THE JOB TRAINING (OJT)

- Purpose: train workers on City construction projects
 - Elevate their skill level, pay grade, job opportunity
- Considerations for trainee goal: dollar value of the contract, duration, potential for effective training, type of work, and ratio of trainees to expected journeymen

Project Budget	# of Trainees/Project	Owner's Allowance
\$5,000,000.01 - \$10,000,000.00	2	\$10K
\$10,000,000.01 - \$15,000,000.00	4	\$20k
\$15,000,000.01 - \$20,000,000.00	6	\$30k
Over \$20,000,000.01	8	\$40k

- Contractor will provide OJT plan
 - Will include names, trades, and wages of the trainees
 - Will include training plan from an apprenticeship and/or OJT Program registered by the U.S. Department of Labor

ON THE JOB TRAINING

Input From:

- Association of General Contractors of Texas
- COA Construction Advisory Committee
- COA Economic Development
 - Workforce Solutions Capital Area
 - TIP Strategies
- Sub-consultant to Corridor Consultant providing expertise on MBE/WBE engagement
- Austin Community College: Continuing Education for Trades
- Unions:
 - Laborers Local 1095 - Laborers International Union of North America
 - Laborers-Employers Cooperation and Education Trust (LECET)
- Workforce programs by other agencies

NEXT STEPS

NEXT STEPS

After Council Action:

- Quick pivot into Project Design Phase
- Implement accelerated processes
- Implement communications and MBE/WBE outreach strategies

UPCOMING COUNCIL ACTIONS

MARCH 22 COUNCIL ACTIONS

TRANSPORTATION — MOBILITY BOND ITEMS

- Resolution to approve Corridor Construction Program
- Advanced Funding Agreements with TxDOT
 - Airport Boulevard from US 183 to E. Martin Luther King Jr. Blvd.
 - Burnet Road from US 183 to MoPac
 - E. Martin Luther King Jr. Boulevard/FM 969 from US 183 to Decker Lane
 - North Lamar Boulevard from US 183 to Howard Lane
 - South Lamar Boulevard from Riverside Drive to US 290
- Austin Transportation Department Capital Budget Amendment - \$60 million
- Austin Transportation Department Operating Budget Amendment - \$305,000
- Resolution declaring intent to reimburse ourselves from bond proceeds

CAPITAL CONTRACTING OFFICE ITEMS

- Professional services agreement for Corridor Consultant – Implementation services
- Rotation List for corridor design services

QUESTIONS?

STAKEHOLDER OUTREACH REPORT

March 15, 2018

austin
MOTION
2016 MOBILITY BOND

**CORRIDOR
MOBILITY
PROGRAM**



AUSTINTEXAS.GOV/CORRIDORMOBILITY

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March 15, 2018

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2016 MOBILITY BOND



OVERVIEW

The following information summarizes outreach and engagement for the Proposed Corridor Construction Program since July 29, 2017.



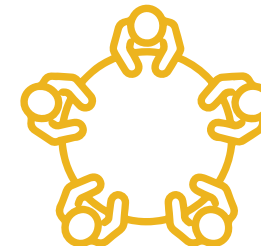
TOTAL
CONTACTS

7,972



ORGANIZATIONS

1,277



MEETINGS, EVENTS
& PRESENTATIONS

82



POSTCARDS SENT TO
RESIDENTS & BUSINESSES

109,038



LETTERS SENT TO
PROPERTY OWNERS

2,453



STAKEHOLDER CONVERSATIONS

DOOR-TO-DOOR
AT BUSINESSES

1,180

AT POP-IN
MEETINGS

763

STAKEHOLDER OUTREACH REPORT

March 15, 2018

austin
MOTION
2016 MOBILITY BOND



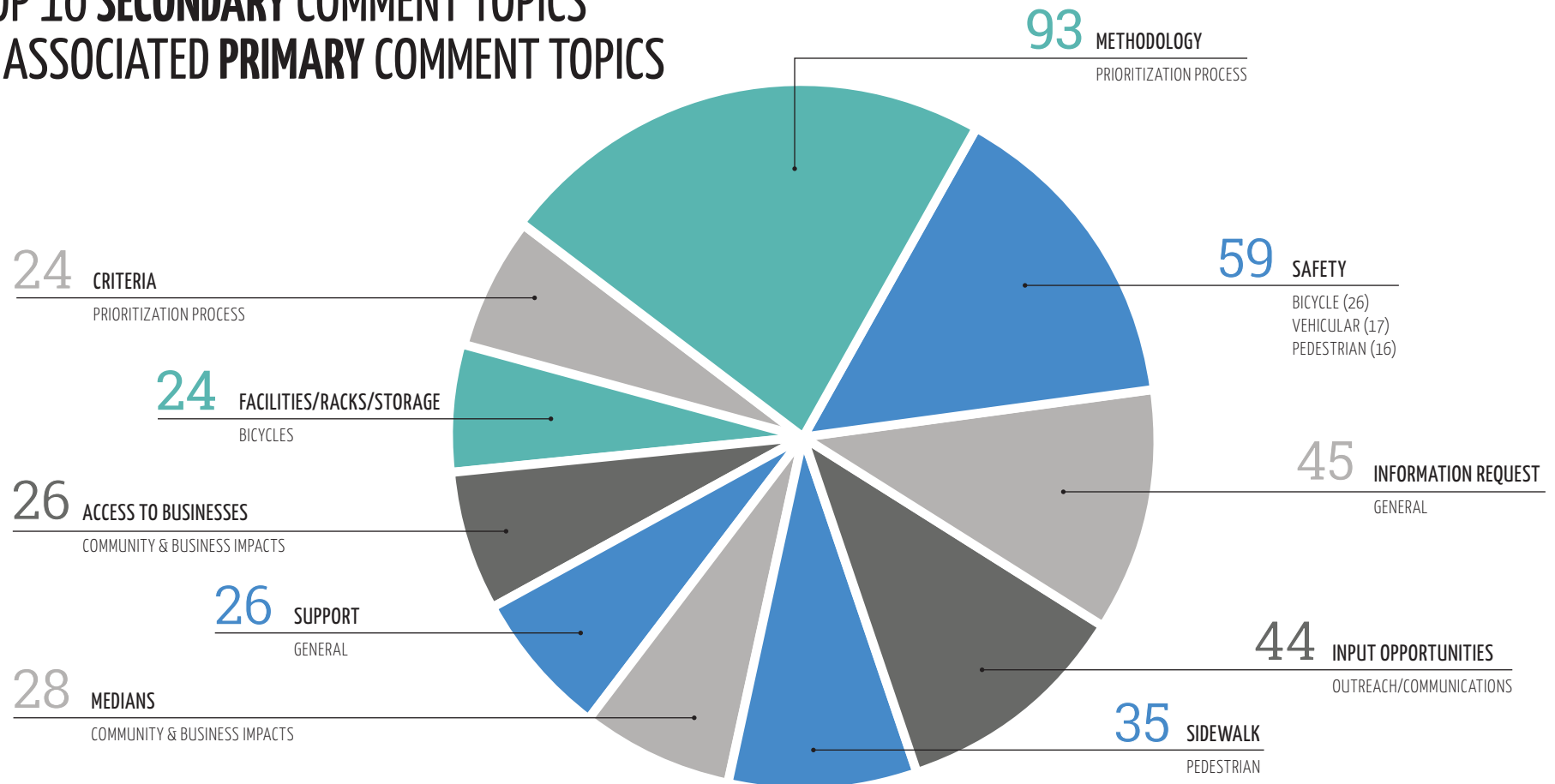
FEEDBACK

The following information reflects the total number of comments received related to construction-eligible corridors since July 29, 2017. Comments were received via phone call, email, comment card, one-on-one conversations and other avenues.



**TOTAL
COMMENTS
RECEIVED**
624

TOP 10 **SECONDARY** COMMENT TOPICS & ASSOCIATED **PRIMARY** COMMENT TOPICS



STAKEHOLDER OUTREACH REPORT

March 15, 2018

austin
MOTION
2016 MOBILITY BOND



MEETINGS, EVENTS & PRESENTATIONS

82

MEETINGS, EVENTS & PRESENTATIONS HAVE OCCURRED

31

STAKEHOLDER MEETINGS

18

ELECTED OFFICIAL/COMMUNITY LEADER BRIEFINGS

9

POP-IN MEETINGS

9

DOOR-TO-DOOR OUTREACH EVENTS

8

BOARD & COMMISSION BRIEFINGS

4

FOCUS GROUPS

3

PUBLIC MEETINGS

KEY MEETINGS & BRIEFINGS

CITY OF AUSTIN BOARDS & COMMISSIONS

- ✓ AFRICAN AMERICAN RESOURCE ADVISORY COMMISSION*
- ✓ ASIAN AMERICAN QUALITY OF LIFE ADVISORY COMMISSION*
- ✓ BICYCLE ADVISORY COUNCIL
- ✓ BOND ELECTION ADVISORY TASK FORCE
- ✓ BOND OVERSIGHT COMMISSION*
- ✓ FOOD POLICY BOARD
- ✓ HISPANIC/LATINO QUALITY OF LIFE RESOURCE ADVISORY COMMISSION*
- ✓ MBE/WBE AND SMALL BUSINESS ENTERPRISE PROCUREMENT PROGRAM ADVISORY COMMITTEE*
- ✓ PEDESTRIAN ADVISORY COUNCIL
- ✓ URBAN TRANSPORTATION COMMISSION*

NEIGHBORHOOD/PROPERTY OWNER ASSOCIATIONS

- ✓ ALLANDALE NEIGHBORHOOD ASSOCIATION*
- ✓ CRESTVIEW NEIGHBORHOOD ASSOCIATION
- ✓ DISTRICT 6 TOWN HALL
- ✓ FRIENDS OF EAST RIVERSIDE NEIGHBORHOOD ASSOCIATION
- ✓ UNION CREEK HOMEOWNERS ASSOCIATION
- ✓ UNIVERSITY AREA PARTNERS*

BUSINESS & PROFESSIONAL GROUPS

- ✓ AUSTIN BOARD OF REALTORS
- ✓ ASCE CENTRAL TEXAS
- ✓ ASIAN CONTRACTOR ASSOCIATION*
- ✓ ASSOCIATED GENERAL CONTRACTORS ASSOCIATION OF AUSTIN*
- ✓ ASSOCIATED GENERAL CONTRACTORS ASSOCIATION OF TEXAS*
- ✓ ASSOCIATED BUILDERS AND CONTRACTORS ASSOCIATION*
- ✓ GREATER AUSTIN ASIAN CHAMBER OF COMMERCE*
- ✓ GREATER AUSTIN BLACK CHAMBER OF COMMERCE*
- ✓ GREATER AUSTIN CHAMBER OF COMMERCE*
- ✓ GREATER AUSTIN CHAMBER OF COMMERCE (ECONOMIC DEVELOPMENT COUNCIL)
- ✓ GREATER AUSTIN HISPANIC CHAMBER OF COMMERCE*
- ✓ SOCIETY OF MARKETING PROFESSIONAL SERVICES AUSTIN AREA BLACK CONTRACTORS ASSOCIATION
- ✓ U.S. HISPANIC CONTRACTORS ASSOCIATION DE AUSTIN*

ELECTED OFFICIALS

- ✓ AUSTIN CITY COUNCIL*
- ✓ MOBILITY COMMITTEE*

* Organizations briefed more than once

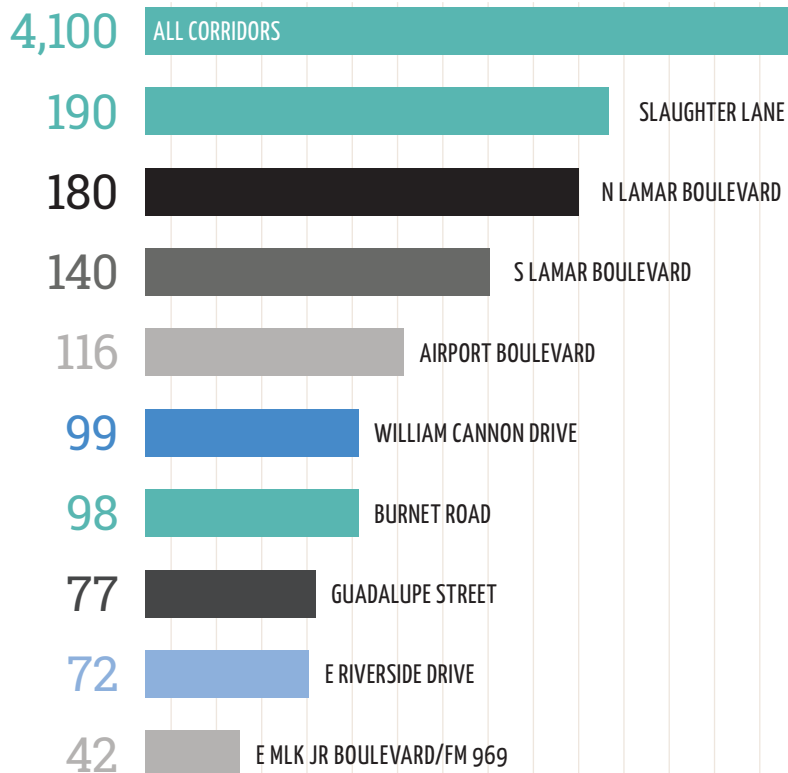
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March 15, 2018

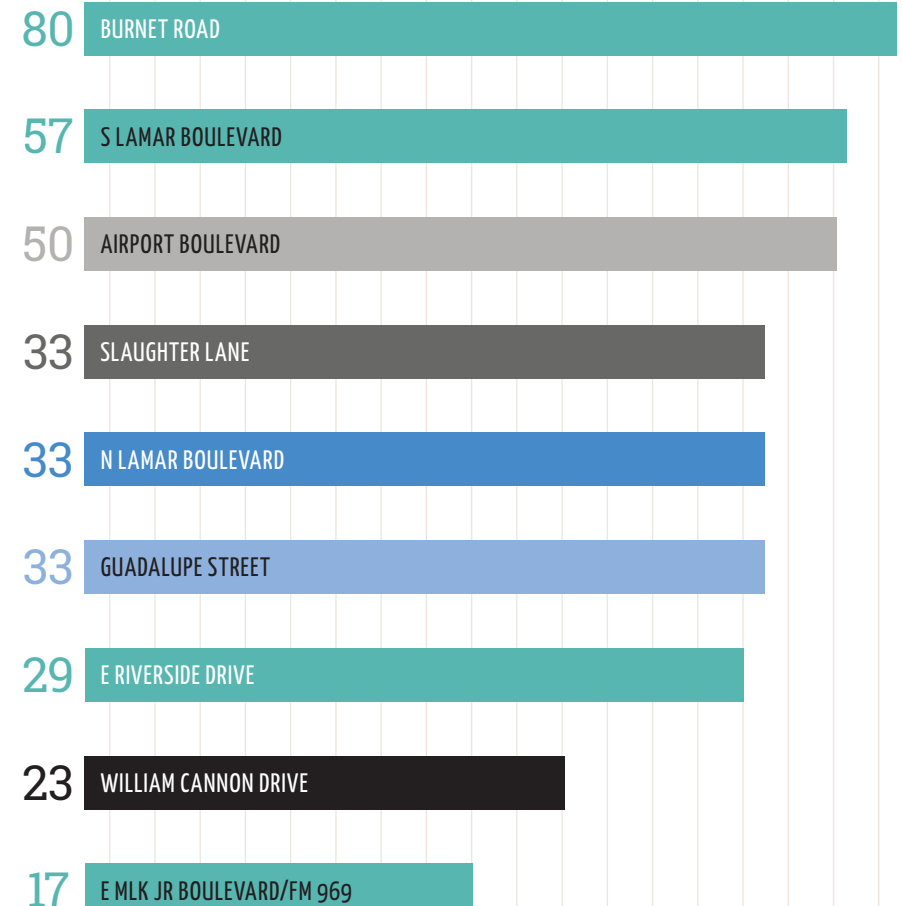


TOTAL
CONTACTS
7,972

CONTACTS PER CORRIDOR



COMMENTS ASSOCIATED WITH SPECIFIC CORRIDORS



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March 15, 2018

austin
MOTION
2016 MOBILITY BOND



DIGITAL OUTREACH



E-NEWSLETTERS
DISTRIBUTED

16



WEBSITE
VISITORS

36,952



VIDEO
IMPRESSIONS

1,862



NEXTDOOR
RESIDENTS
REACHED

POP-IN MEETINGS

64,734

COMMUNITY SURVEY

188,796

PROPOSED CORRIDOR CONSTRUCTION
PROGRAM ANNOUNCEMENT

198,065



TWITTER
IMPRESSIONS

104,113



FACEBOOK
IMPRESSIONS

12,184

STAKEHOLDER OUTREACH REPORT

March 15, 2018

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2016 MOBILITY BOND



COMMUNITY SURVEY

A Corridor Mobility Program community survey was conducted between Sept. 11, 2017 and Dec. 10, 2017. The survey was available in several languages, and respondents were able to complete the survey online and in person at various meetings and events.



SURVEYS
TAKEN

1,580

A total of 1,580 community members completed surveys about the Corridor Mobility Program. The majority —1,565 surveys—were completed in English, 10 were completed in Spanish, and five were completed in Chinese. The following is a summary of the results:

- **88%** knew the 2016 Mobility Bond had been approved and the largest portion is going to corridors.
- **65%** knew that Corridor Mobility Plans recommended improvements for each corridor.
- **50%** knew there isn't enough funding for all of the Corridor Mobility Plan recommendations.
- **59%** did not know the Contract With Voters tells us how to prioritize projects on the corridors.
- **56%** knew that thousands of Austinites have provided input that informed the Corridor Construction Program.

STAKEHOLDER OUTREACH REPORT

March 15, 2018

austin
MOTION
2016 MOBILITY BOND



BUSINESS & PROPERTY OWNER OUTREACH

We have made additional efforts to reach business and property owners in each corridor to inform them about potential improvements that may be coming and to collect feedback.



PROPERTY OWNER
LETTERS

2,453



DOOR-TO-DOOR
CONVERSATIONS
AT BUSINESSES

1,180

WALKS OCCURRED BETWEEN
NOV 8 AND DEC 13



SURVEYS
RECEIVED

126

Highlights from the feedback received include:

- Concerns about traffic congestion that may be caused by construction.
- Concerns that medians proposed in the Corridor Mobility Plans would inhibit access to businesses.
- Concerns about changes to driveway configurations.
- A desire to maintain sufficient space for large trucks to make turns into businesses (to make deliveries and as patrons).
- Concerns about losing the ability to utilize City of Austin right-of-way for parking or other purposes.
- Concerns about the loss of on-site parking.
- Concerns about increased property taxes (triple net leases) from business owners.

Planned actions to be taken during the Design Phase include:

- Meetings are planned with corridor business owners to discuss strategies for mitigating disruptions that may be caused by construction.
- The Corridor Program Office will consult with other departments regarding best practices, as well as programs that may be explored to assist businesses during construction.
- We will work with each business and property owner directly to understand their concerns. As possible, we will work with them to maximize access, reconfigure driveways, and minimize other impacts, while still meeting the desired safety and mobility outcomes that the improvements will provide.

STAKEHOLDER OUTREACH REPORT

March 15, 2018

austin
MOTION
2016 MOBILITY BOND



POP-IN MEETINGS

CORRIDOR	DATE	LOCATION	ADDRESS
✓ AIRPORT BLVD	SEPT 12	WALGREENS	1144 AIRPORT BLVD, 78702
✓ S LAMAR BLVD	SEPT 15	WHEATSVILLE CO-OP	4001 S LAMAR BLVD, 78704
✓ BURNET RD	SEPT 19	WALMART	2525 W ANDERSON LN, 78757
✓ E MLK JR BLVD/FM 969	SEPT 27	EAST COMMUNITIES YMCA	5315 ED BLUESTEIN BLVD, 78723
✓ N LAMAR BLVD	SEPT 28	LOWE'S	13000 N I-35 SVC RD SB, 78753
✓ SLAUGHTER LN	OCT 4	WALMART	9300 S I-35 FRONTAGE RD, B, 78748
✓ GUADALUPE ST	OCT 10	UNIVERSITY CO-OP	2246 GUADALUPE ST, 78705
✓ E RIVERSIDE DR	OCT 12	WALGREENS	1920 E RIVERSIDE DR, BLDG B, 78741
✓ WILLIAM CANNON DR	OCT 17	BIG LOTS	801 E WILLIAM CANNON DR #135B, 78745



POSTCARDS SENT TO
RESIDENTS & BUSINESSES

109,038



STAKEHOLDER
CONVERSATIONS

763



COMMENT
CARDS

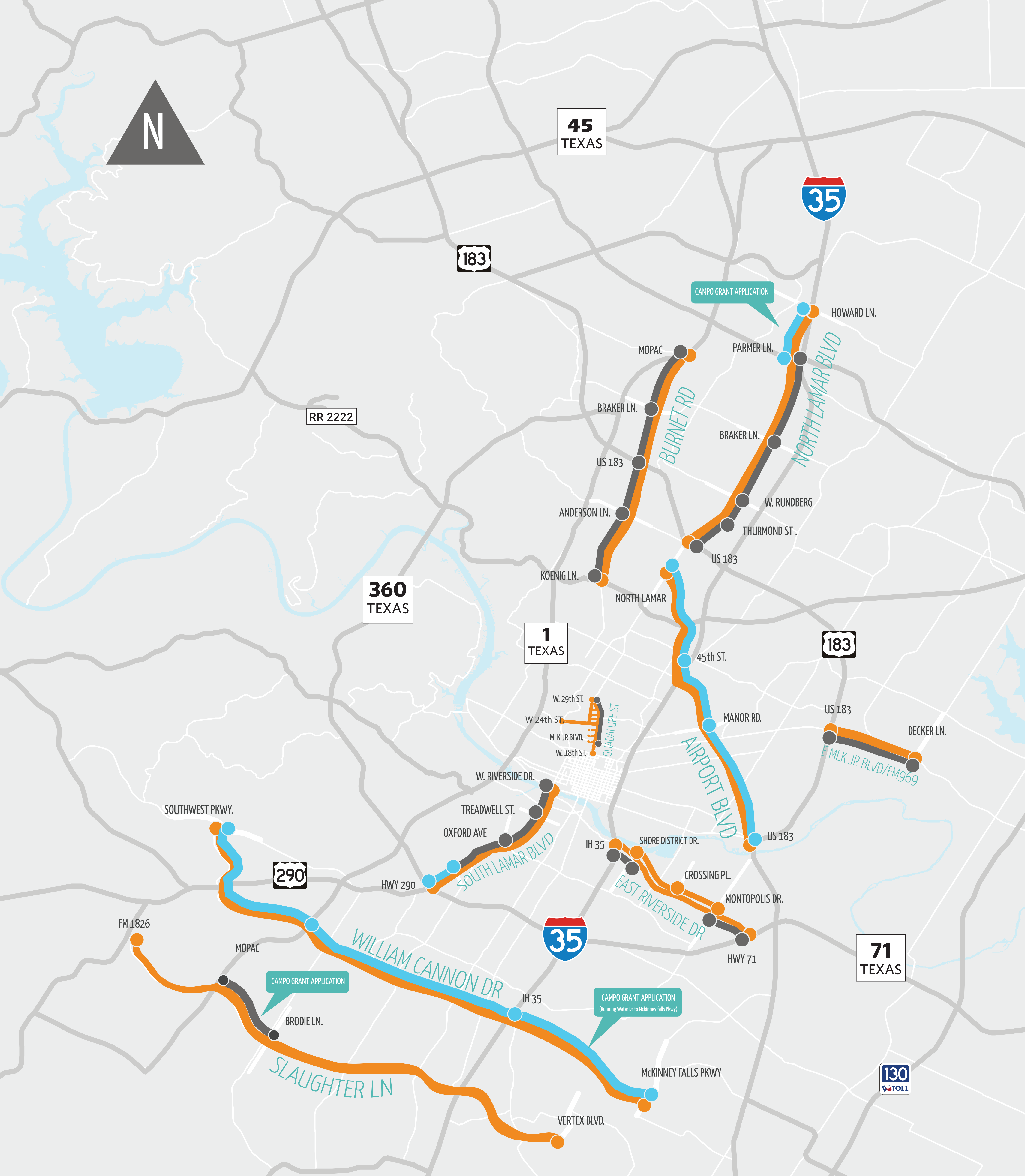
98



[AUSTINTEXAS.GOV/CORRIDORMOBILITY](https://austintexas.gov/corridormobility)

Produced by the City of Austin Corridor Program Office.
For questions call Sara Behunek at (512) 974-7840

PROPOSED CORRIDOR CONSTRUCTION PROGRAM



- Design and Construction
- Initiate Design/ Possible Construction
- Other Funding/ Partnerships



Mobility Talks

Public Engagement Report

Executive Summary

The City of Austin collected input from the public about their mobility priorities during a seven-week-long public engagement effort called Mobility Talks. Mobility Talks was designed to be accessible, responsive, and data-driven. The initiative was structured to gather priorities that could be directly applied to the City's Capital Improvement Program planning processes and delivery system.

Approximately 7,000 people participated in Mobility Talks, including residents from each City Council district. The public had 71 discrete public input opportunities, such as taking the survey on mobile devices at events or high foot-traffic areas; attending open house meetings or small-group discussions throughout the city; and participating in public hearings. These opportunities complemented online opportunities such as a digital survey and a community discussion board on SpeakUpAustin.org.

The City sought information on four Mobility Community Benefits that describe capital improvement outcomes that the City of Austin addresses through its current mobility programming. The Community Benefits are:

Managing Congestion: Managing travel demand at peak hours and strengthening transportation network connections as well as multiple mobility choices that ease congestion. This may include improvements to intersections, streets, signals, pedestrian, bicycle, and transit infrastructure.

Improving Safety: Enhancing safe travel for all users regardless of mode of travel by constructing improvements that promote use by people of all ages and abilities. This may include improvements to crosswalks, sidewalk and bicycle networks, and traffic calming devices that slow down vehicles.

Improving Connections in my Neighborhood: Local improvements to street, transit, bicycle, and sidewalk networks in the neighborhood that provide connections to schools, grocery stores, neighborhood amenities, etc. Improvements may include creating more connections, filling in gaps in these networks, and adding new streets.

Improving the Quality of our Streets: Improving the current condition of existing streets, bridges, sidewalks, and bicycle facilities. Street enhancements may include installing new street trees, benches, bicycle racks and other amenities.

Participants were not asked to identify their highest priority Community Benefit, but to identify the highest priority Community Benefit based on mode of transportation. For driving and carpooling, the majority of respondents prioritized Managing Congestion. For bicycling and walking, respondents prioritized Improving Safety. For public transportation, they prioritized Improving Connections in my Neighborhood. The City also sought information about what types of improvements the public prioritized for each Community Benefit.

The information collected through Mobility Talks enables the City to plan and develop projects that meet the needs and desires of community. The data from the survey and other avenues was enriched with qualitative information collected through small-group discussions about the inherent behavioral and infrastructure trade-offs associated with shifting modes or enhancing certain transportation systems. Additionally, staff performed an analysis of 52 plans and previous public engagement processes related to mobility since 1998, which also informed the Key Findings described below. Staff found that the following themes have continued to be community priorities during the past two decades:

- Safety
- Connectivity
- Public transportation
- Sidewalks
- Separate Modes

City staff evaluated the qualitative and quantitative data from Mobility Talks to come to the Key Findings. The Key Findings include the analysis of previous mobility-related planning and engagement efforts as well as the current priorities identified through Mobility Talks. The general results from Mobility Talks are similar to patterns seen in each City Council district. For more information on the results from each district, see the Mobility Talks Survey Results district reports.

Key Finding: Improve Major City Corridors

Forty-six percent of respondents selected corridor mobility as their top choice for where the City should focus investments. The other choices were regional mobility and local mobility. Participant priorities for corridor improvements included providing connectivity and mobility options, increasing public transportation options and services, and transportation demand management to address congestion. The City of Austin has completed or is in the process of completing Corridor Mobility Development Programs for eight major roadways that link multiple destinations throughout the city. Based on City of Austin planning processes, investment in major corridors could address the mobility outcomes and investments that Mobility Talks participants prioritized as well as those identified in previous planning and input processes. Of the survey respondents who selected corridors as their top choice for where to focus investment, they also selected the following investment types to address Community Benefits:

- To Manage Congestion, the top choice (41%) for respondents was “Increase public transportation options and services;” the second-highest priority (19%) was to “Implement strategies to reduce the number of cars on the road”; the third-highest priority (15%) was “Add capacity to existing roads where possible”
- To Improve Connections in My Neighborhood, the majority of respondents (46%) selected “Increase public transportation options and services”
- To Improve Safety, the majority of respondents (37%) chose to “Separate transportation modes” to Improve Safety
- To Improve Quality of Our Streets, the majority of respondents (42%) selected “Create streets that accommodate all modes of transportation”

Key Finding: Improve Mobility Options

The results of Mobility Talks indicates that participants would like to use modes of transportation other than their current primary mode of transportation, which, for 76% of respondents, was driving alone. Forty-two percent of respondents said they would like to take public transportation more and 23% said they would like to bicycle as a mode of transportation more often. These findings coincide with the types of improvements respondents prioritized for each of the Community Benefits. The Past Public Engagement Analysis shows that sidewalks, bicycle facilities, shared use paths, and public transportation have been the highest recurring themes during the past 18 years.

- To Manage Congestion, the majority of respondents (34%) selected “Increase public transportation options and services.” To Improve Connections in My Neighborhood, the majority of respondents (42%) also said they wanted to “increase transportation options and services.”
- To Improve Safety, the majority of respondents (36%) selected “separate transportation modes”
- To Improve Quality of Our Streets, the majority of respondents (42%) selected “create streets that accommodate all modes of transportation”

Key Finding: Provide Safe Connections

Participants expressed a desire to be more connected to their destinations and to feel safe getting there. Having safe connections was a theme that came out of all of the Mobility Talks engagement efforts as well as staff’s analysis of previous planning and public engagement initiatives, as directed by the Resolution. Safe connections was a priority for multiple modes of transportation, but particularly for public transportation, bicycling, and walking. In some conversations with the public for Mobility Talks, participants who drove also expressed a desire to have a buffer between cars and bicyclists as well as pedestrians. Respondents’ desire for better connectivity included wanting to enhance or complete the streets, bicycle, and sidewalk systems for a more complete transportation network that supported multiple transportation modes.

- To Improve Safety, the highest number of respondents (37%) selected “Separating transportation modes, such as installing protected bike lanes or pedestrian-only areas”; the second-highest priority (24%) was to “Construct missing segments in the street, sidewalk, and bicycle networks”
- To Improve Connections in My Neighborhood, 23% of survey respondents wanted to “Connect bicycle and trail routes,” the second-highest priority; 17% selected “Build missing sidewalks,” the third-highest priority
- To Improve the Quality of Our Streets, the top priority for respondents (45%) was to “Create streets that accommodate all modes of transportation”
- Mobility-related investments that improve safety and connectivity, such as sidewalks, bicycle facilities, and shared use paths, were the top three types of investments that came out of the analysis of previous plans and engagement initiatives

RESOLUTION NO. 20160818-074

WHEREAS, City staff estimates that \$500 million in bond capacity for an eight year bond program is available under Austin's current debt tax rate; and

WHEREAS, City Council desires to preserve \$250 million of bond capacity for a future bond referendum in 2017 or 2018; and

WHEREAS, City Council is ordering a Special Election to be held on November 8, 2016 for the purpose of asking the voters to authorize \$720 million in general obligation bonds comprised of \$250 million of the City's \$500 million of bond capacity under its existing debt tax rate, and an additional \$470 million associated with an estimated debt tax rate increase of approximately 2.25 cents per \$100 worth of property valuation; and

WHEREAS, City Council desires to allocate the \$720 million as follows:

(i) \$101,000,000 for the following Regional Mobility projects to address congestion and enhance safety: (a) \$46,000,000 for improvements to the Loop 360 corridor intersections at Westlake Drive, Courtyard Drive, RM 2222, Lakewood Drive and Spicewood Springs Road/Bluff Stone Lane, (b) \$17,000,000 for improvements to Spicewood Springs Road east of Loop 360, (c) \$30,000,000 for improvements to Anderson Mill Road, intersection

of RM 620 and RM 2222, and Parmer Lane between SH45 and Brushy Creek, and (d) \$8,000,000 for improvements to Old Bee Caves Road Bridge;

(ii) \$482,000,000 for the following Corridor Improvement Projects: (a) implementation of corridor plans for North Lamar Boulevard, Burnet Road, Airport Boulevard, East Martin Luther King Jr. Boulevard/FM 969, South Lamar Boulevard, East Riverside Drive and Guadalupe Street (b) implementation of corridor plans for Slaughter Lane and/or William Cannon Drive, and (c) preliminary engineering and design of improvements for the following additional critical arterials and corridors: William Cannon Drive, Slaughter Lane, North Lamar/Guadalupe Street, Rundberg West, Rundberg East, East Colony Park Loop Road, East Martin Luther King Jr. Boulevard/FM 969, South Congress Avenue, Manchaca, and South Pleasant Valley; and

(iii) \$137,000,000 for the following Local Mobility Projects: (a) \$37,500,000 for sidewalks, (b) \$27,500,000 for implementation of Safe Routes to School, to be divided evenly among each Council District, (c) \$26,000,000 for urban trails for transportation and mobility purposes, (d) \$20,000,000 for bikeways for transportation and mobility purposes, (e) \$15,000,000 for implementation of fatality reduction strategies including

projects listed on the Top Crash Location Intersection Priorities Improvements List, and (f) \$11,000,000 for the following sub-standard streets/capital renewal: Falwell Lane, William Cannon Overpass Bridge, FM 1626, Cooper Lane, Ross Road, Circle S. Road, Rutledge Spur, Davis Lane, Latta Drive/Brush Country, Johnny Morris Road, and Brodie Lane; and

WHEREAS, City Council desires that the \$720 million bond program be completed within eight years from voter approval and in accordance with the guidance and procedures set forth in this resolution; **NOW, THEREFORE**,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF AUSTIN:

The Council, by this official action, reaffirms its commitment to the voters regarding the conditions contained in the ordinance calling the November 2016 Mobility Bond election. Further, Council, by this official action, clarifies and declares its intent and commitment to the voters to create a contract with the voters that specifies that the proceeds from the \$720,000,000 in bonds and notes shall only be used for the projects identified in the ordinance calling the November 2016 Mobility Bond election.

BE IT FURTHER RESOLVED:

Council, by this official action declares its intent to contract with the voters as to the following permissible purposes for which bond proceeds must be

expended and the processes that must be followed in determining and prioritizing those expenditures:

(A) Upon voter approval of the November 2016 Mobility Bond Program, the City Manager shall begin coordination, design, and engineering activities as soon as possible for all projects listed under subsection (ii), parts (a) and (b) above associated with the \$482,000,000 allocated for Corridor Improvement Projects in order to develop recommendations for a construction program for City Council consideration. When City staff has gathered sufficient data to develop potential construction elements for the Corridor Improvement Projects, and before any construction funding is appropriated or construction initiated for these projects, the City Manager is directed to bring forth recommendations supported by identifiable metrics for implementation of a "Corridor Construction Program" in ways that prioritize: a) reduction in congestion; b) improved level of service and reduced delay at intersections for all modes of travel; c) connectivity, and improved effectiveness of transit operations within these corridors and throughout the system; and subject to the foregoing, also makes allowances for: i) preservation of existing affordable housing and local businesses on the corridors, and opportunities for development of new affordable housing along the corridors, including, but not limited to, the use of community land trusts, tax increment finance zones along corridors, homestead preservation zone tools, revisions to the S.M.A.R.T. Housing

Program, and targeted investments on the corridors utilizing affordable housing bonds and the Housing Trust Fund; ii) geographic dispersion of funding; and iii) opportunities to facilitate increased supply of mixed-income housing;

(B) Subject to subsection (A) above, the “Corridor Construction Program” developed by the City Manager for City Council consideration shall recommend implementation timelines in accordance with need, as established by the Imagine Austin Comprehensive Plan, the Critical Arterials List, Top Crash Location Intersection Priorities List, and other policy plans as identified in this resolution;

(C) Subject to subsection (A) above, in implementing the “Corridor Construction Program,” the City Manager shall further emphasize making corridors livable, walkable, safe, and transit-supportive, and aligned with the principles and metrics in the Imagine Austin Comprehensive Plan, with goals of reducing vehicle miles traveled, increasing transit ridership and non-vehicular trips, and promoting healthy, equitable, and complete communities as growth occurs on these corridors;

(D) In reviewing and approving the Corridor Construction Program, the City Council shall be guided by the same priorities and consideration as apply to the City Manager as set out in Sub Sections (A), (B), and (C) above;

(E) The City Manager shall revisit and update existing corridor plans as needed to ensure that final design and implementation conforms to the region’s

most recently adopted transportation plans and recently adopted policies and standards for transportation infrastructure design, including, but not limited to:

- Capital Metro Connections 2025;
- Capital Metro Service Guidelines and Standards;
- Project Connect Regional High Capacity Transit Plan;
- City of Austin Strategic Housing Plan;
- City of Austin Transit Priority Policy;
- City of Austin Strategic Mobility Plan;
- City of Austin Complete Streets Policy;
- City of Austin Sidewalk Master Plan;
- City of Austin Urban Trails Master Plan;
- City of Austin Bicycle Master Plan;
- Vision Zero Plan;
- applicable National Association of City Transportation Officials standards;
and
- Imagine Austin Comprehensive Plan;

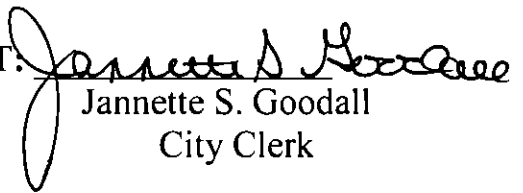
(F) The City Manager is directed to coordinate with other local taxing entities and identify and pursue potential opportunities for grants and other collaborative funding from federal, state, local, as well as private sources. If additional funding is required to complete specified improvements, the City

Manager is directed to identify available funding within existing capital budgets and other sources described above (provided that neither the identification, commitment nor receipt of such additional funding shall limit Council's authority to proceed with the issuance of bonds or notes authorized by the November 2016 Mobility Bond Election). If the cost of improvements associated with an identified Regional Mobility project is less than the amount designated for that specific project, the excess funds shall be used on additional improvements in the corridors on which identified Regional Mobility projects are being implemented; and

(G) The City Manager is directed to analyze existing capital project delivery systems and processes in order to recommend potential changes and resource requirements to complete the proposed bond program within eight years from initiation (provided that bonds and notes authorized by the November 2016 Mobility Bond Election shall be issued to provide funding for the bond program at the appropriate time, as determined by Council, which may be more than eight years after initiation of the bond program). Further, the City Manager shall bring forth recommendations to City Council within 90 days of voter approval, outlining a process for City Council oversight, including a report to the Mobility Committee, a report to the full Council, and a timeline and process for reporting to the Citizen Bond Oversight Committee.

(H) City Manager is directed to include in bond informational materials that educate the voters about the bond election, in addition to the typical voter information about projects and programs that are included in the bond program as described above, as well as the typical tax rate and tax bill impact information that has been included in previous bond information, tax impact information for a median-valued house and houses of various appraised values in a Bond Voter Information Brochure and a tax bill impact calculator to be included on a Bond Program Informational Website.

ADOPTED: August 18, 2016

ATTEST: 
Jannette S. Goodall
City Clerk



Mobility Priorities	Indicator	Metric	ARPT-SYS	ARPT-LB-45	ARPT-45-MR	ARPT-MR-183	ERD-MD-71
Congestion Reduction	People Throughput	% change people/hour/mile	0.9	1.2	1.1	1.2	4.5
		change in # people/hour/mile	0.8	0.9	0.8	0.9	4.5
Improved Level of Service for All Modes	Reduced Vehicular Delay	change in delay (minutes/person/mile)	0.4	1.2	1.3	1.1	3.0
	Transit LOS	From MMLoS Tool	1.7	1.7	1.7	1.7	3.3
	Bike LOS	From MMLoS Tool	3.3	3.3	3.3	3.3	3.3
	Ped LOS	From MMLoS Tool	0.0	2.5	2.5	2.5	0.0
	Safety	% reduction in crash rate	0.0	1.0	0.5	2.4	3.3
		# top crash intersections	1.1	0.8	0.0	2.3	0.0
Connectivity	Enhanced vehicle connections	# new or improved intersections/mile	0.8	0.0	0.0	2.0	1.4
	Connections to External Transit	# connections/ mile	1.1	1.1	1.6	1.3	0.4
	Special Attractors	# attractors / SM	2.1	1.6	4.4	2.2	0.2
	Dedicated Crossings	change in number per mile	2.0	1.7	1.8	2.3	0.0
	# Bike connections	# connections per mile	2.0	2.4	2.5	1.7	3.2
Effectiveness of Transit Operations	Population near transit	population per square mile within 1/2 mile of transit	0.9	0.8	1.0	0.8	0.5

Raw Mobility Calculation (Max = 100) 22.25 24.88 27.97 29.61 41.02

Community Considerations	ARPT-SYS	ARPT-LB-45	ARPT-45-MR	ARPT-MR-183	ERD-MD-71
Preservation of affordable housing	◆◆◆◆	◆◆◆◆	◆◆◆◆	◆◆◆◆	◆◆
Preservation of local businesses	◆◆	◆	◆◆◆	◆◆	◆◆◆◆
Opportunities for development of new affordable housing	◆	◆◆	◆	◆◆	◆◆
Opportunities to facilitate increased supply of mixed-income housing	◆	◆◆	◆	◆◆	◆◆
Emphasizes livable, walkable, safe & transit-supportive corridors	◆◆	◆◆◆◆	◆◆◆	◆◆◆◆	◆◆◆
Promotes healthy, equitable and complete communities	◆◆◆	◆◆◆◆	◆◆◆◆	◆◆◆◆	◆◆◆◆

Raw Community Considerations Index 1.17 1.83 1.67 2.00 1.83

Overall Weighted Calculation (60% Mobility / 40% CCI) 28.91 39.37 39.01 44.43 49.06

Estimated Implementation Cost (per recommendation) \$79,936,664 \$59,750,729 \$39,179,176 \$65,202,206 \$35,236,216

Corridor Mobility Program Prioritization Model Results

Ranked List, Sorted by Points Per \$ Million/Mile

Recommendation	Corridor	Limits		Full Project Implementation Cost			Points Per Million \$/Mile
		From	To	Low	Most Likely	High	
Corridor-wide Mobility Improvements	East Riverside Drive	IH35	SH71	\$13,400,000	\$14,400,000	\$14,800,000	8.09
Enhanced Multimodal Improvements	William Cannon Drive	Southwest Parkway	Mopac	\$15,100,000	\$16,300,000	\$16,700,000	5.10
Corridor-wide Mobility Improvements	Guadalupe Street	24th St, San Antonio St & Guadalupe St. from 18th St to 29th St.		\$18,500,000	\$19,800,000	\$20,400,000	4.70
Enhanced Multimodal Improvements	William Cannon Drive	Mopac	IH35	\$22,400,000	\$24,100,000	\$24,700,000	4.61
Corridor-wide Mobility Improvements	E. MLK Blvd.	US183	Decker Ln.	\$7,400,000	\$7,900,000	\$8,100,000	4.53
Enhanced Multimodal Improvements	William Cannon Drive	IH35	McKinney Falls Pky	\$20,000,000	\$21,400,000	\$22,000,000	3.18
Corridor-wide Mobility Improvements	Slaughter Lane	FM1826	Vertex Blvd.	\$45,200,000	\$48,500,000	\$49,900,000	2.93
Corridor-wide Mobility Improvements	William Cannon Dr	Southwest Pky	McKinney Falls Pky	\$43,400,000	\$46,600,000	\$47,900,000	2.82
Corridor-wide Mobility Improvements	Airport Blvd.	N. Lamar Blvd.	US183	\$74,500,000	\$79,900,000	\$82,200,000	2.35
Corridor-wide Mobility Improvements	North Lamar Blvd.	US183	Howard Ln.	\$62,200,000	\$66,800,000	\$68,600,000	2.31
Enhanced Multimodal Improvements	East Riverside Drive	Shore District Dr.	Crossing Place	\$35,600,000	\$38,200,000	\$39,200,000	2.00
Corridor-wide Mobility Improvements	South Lamar Blvd.	Riverside Dr.	US290	\$33,700,000	\$36,200,000	\$37,200,000	1.99
Enhanced Multimodal Improvements	East Riverside Drive	Crossing Place	Montopolis Dr.	\$30,000,000	\$32,200,000	\$33,100,000	1.77
Enhanced Multimodal Improvements	Airport Blvd.	Manar Rd.	US183	\$60,700,000	\$65,200,000	\$67,000,000	1.69
Enhanced Multimodal Improvements	Airport Blvd.	N. Lamar Blvd.	45th St.	\$55,700,000	\$59,800,000	\$61,400,000	1.63
Enhanced Multimodal Improvements	South Lamar Blvd.	Panther Trail	US290	\$14,400,000	\$15,400,000	\$15,900,000	1.59
Enhanced Multimodal Improvements	Airport Blvd.	45th St.	Manar Rd.	\$36,500,000	\$39,200,000	\$40,300,000	1.54
Enhanced Multimodal Improvements	North Lamar Blvd.	Parmer Ln.	Howard Ln.	\$28,300,000	\$30,400,000	\$31,300,000	1.48
Enhanced Multimodal Improvements	East Riverside Drive	IH35	Shore District Dr.	\$13,800,000	\$14,800,000	\$15,200,000	1.48
Enhanced Multimodal Improvements	North Lamar Blvd.	Thurmond St.	Rundberg Ln.	\$25,500,000	\$27,300,000	\$28,100,000	1.30
Corridor-wide Mobility Improvements	Burnet Road	W. Koenig Ln.	Mopac	\$49,500,000	\$53,200,000	\$54,700,000	1.23
Enhanced Multimodal Improvements	East Riverside Drive	Montopolis Dr.	SH71	\$32,800,000	\$35,200,000	\$36,200,000	1.21
Enhanced Multimodal Improvements	Burnet Road	Anderson Ln.	US183	\$33,400,000	\$35,900,000	\$36,900,000	1.11
Enhanced Multimodal Improvements	North Lamar Blvd.	US183	Braker Ln.	\$62,200,000	\$66,700,000	\$68,600,000	0.99
Enhanced Multimodal Improvements	Slaughter Lane	Mopac	Brodie Lane	\$35,500,000	\$38,100,000	\$39,200,000	0.99
Enhanced Multimodal Improvements	Guadalupe Street	W. MLK Blvd.	29th St.	\$42,300,000	\$45,400,000	\$46,700,000	0.96
Enhanced Multimodal Improvements	Burnet Road	US183	Braker Ln.	\$39,800,000	\$42,700,000	\$43,900,000	0.94
Enhanced Multimodal Improvements	E. MLK Blvd.	US183	Decker Ln.	\$49,700,000	\$53,300,000	\$54,800,000	0.88
Enhanced Multimodal Improvements	Burnet Road	Braker Ln.	Mopac	\$34,900,000	\$37,400,000	\$38,500,000	0.86
Enhanced Multimodal Improvements	North Lamar Blvd.	Braker Ln.	Parmer Ln.	\$55,400,000	\$59,500,000	\$61,200,000	0.85
Enhanced Multimodal Improvements	South Lamar Blvd.	Oxford Ave.	Panther Trail	\$52,200,000	\$56,100,000	\$57,600,000	0.80
Enhanced Multimodal Improvements	Burnet Road	W. Koenig Ln.	Anderson Ln.	\$42,900,000	\$46,100,000	\$47,400,000	0.61
Enhanced Multimodal Improvements	South Lamar Blvd.	Treadwell St.	Oxford Ave.	\$45,600,000	\$48,900,000	\$50,300,000	0.55
Enhanced Multimodal Improvements	South Lamar Blvd.	Riverside Dr.	Treadwell St.	\$36,700,000	\$39,400,000	\$40,400,000	0.41



Ranked List, Sorted by Points Per \$ Million/Mile

Recommendation	Overall	Full Project Implementation Cost			Project Length (miles)	Cost Per Mile	Points Per Million \$/Mile	Cumulative Cost
		Low	Most Likely	High				
ERD-SYS	34.45	\$13,400,000	\$14,400,000	\$14,800,000	3.39	\$4,300,000	8.09	\$14,400,000
WC-SWP-MP	22.39	\$15,100,000	\$16,300,000	\$16,700,000	3.70	\$4,400,000	5.10	\$30,700,000
GS-SYS	29.58	\$18,500,000	\$19,800,000	\$20,400,000	3.15	\$6,300,000	4.70	\$50,500,000
WC-MP-IH35	24.66	\$22,400,000	\$24,100,000	\$24,700,000	4.50	\$5,300,000	4.61	\$74,600,000
MLK-SYS	19.96	\$7,400,000	\$7,900,000	\$8,100,000	1.80	\$4,400,000	4.53	\$82,500,000
WC-IH35-MFP	19.38	\$20,000,000	\$21,400,000	\$22,000,000	3.52	\$6,100,000	3.18	\$103,900,000
SLGT-SYS	14.07	\$45,200,000	\$48,500,000	\$49,900,000	10.10	\$4,800,000	2.93	\$152,400,000
WC-SYS	11.21	\$43,400,000	\$46,600,000	\$47,900,000	11.72	\$4,000,000	2.82	\$199,000,000
ARPT-SYS	28.91	\$74,500,000	\$79,900,000	\$82,200,000	6.50	\$12,300,000	2.35	\$278,900,000
NOLA-SYS	26.60	\$62,200,000	\$66,800,000	\$68,600,000	5.81	\$11,500,000	2.31	\$345,700,000
ERD-SDD-CP	68.28	\$35,600,000	\$38,200,000	\$39,200,000	1.12	\$34,100,000	2.00	\$383,900,000
SOLA-SYS	22.49	\$33,700,000	\$36,200,000	\$37,200,000	3.20	\$11,300,000	1.99	\$420,100,000
ERD-CP-MD	59.48	\$30,000,000	\$32,200,000	\$33,100,000	0.96	\$33,600,000	1.77	\$452,300,000
ARPT-MR-183	44.43	\$60,700,000	\$65,200,000	\$67,000,000	2.48	\$26,300,000	1.69	\$517,500,000
ARPT-LB-45	39.37	\$55,700,000	\$59,800,000	\$61,400,000	2.47	\$24,200,000	1.63	\$577,300,000
SOLA-PT-290	49.19	\$14,400,000	\$15,400,000	\$15,900,000	0.50	\$30,900,000	1.59	\$592,700,000
ARPT-45-MR	39.01	\$36,500,000	\$39,200,000	\$40,300,000	1.55	\$25,300,000	1.54	\$631,900,000
NOLA-PL-HL	40.30	\$28,300,000	\$30,400,000	\$31,300,000	1.12	\$27,200,000	1.48	\$662,300,000
ERD-35-SDD	49.84	\$13,800,000	\$14,800,000	\$15,200,000	0.44	\$33,700,000	1.48	\$677,100,000
NOLA-TS-RL	41.41	\$25,500,000	\$27,300,000	\$28,100,000	0.86	\$31,800,000	1.30	\$704,400,000
BR-SYS ERD-	13.10	\$49,500,000	\$53,200,000	\$54,700,000	5.00	\$10,600,000	1.23	\$757,600,000
MD-71 BR-	49.06	\$32,800,000	\$35,200,000	\$36,200,000	0.87	\$40,500,000	1.21	\$792,800,000
AL-183	34.62	\$33,400,000	\$35,900,000	\$36,900,000	1.15	\$31,200,000	1.11	\$828,700,000
NOLA-183-BL	34.19	\$62,200,000	\$66,700,000	\$68,600,000	1.94	\$34,400,000	0.99	\$895,400,000
SLGT-MP-BL	18.00	\$35,500,000	\$38,100,000	\$39,200,000	2.10	\$18,200,000	0.99	\$933,500,000
GS-MLK-29	33.77	\$42,300,000	\$45,400,000	\$46,700,000	1.29	\$35,200,000	0.96	\$978,900,000
BR-183-BL	30.36	\$39,800,000	\$42,700,000	\$43,900,000	1.32	\$32,300,000	0.94	\$1,021,600,000
MLK-183-DL	26.19	\$49,700,000	\$53,300,000	\$54,800,000	1.80	\$29,600,000	0.88	\$1,074,900,000
BR-BL-ME	31.29	\$34,900,000	\$37,400,000	\$38,500,000	1.03	\$36,300,000	0.86	\$1,112,300,000
NOLA-BL-PL	26.73	\$55,400,000	\$59,500,000	\$61,200,000	1.89	\$31,500,000	0.85	\$1,171,800,000
SOLA-OA-PT	37.16	\$52,200,000	\$56,100,000	\$57,600,000	1.20	\$46,700,000	0.80	\$1,227,900,000
BR-WKL-AL	18.87	\$42,900,000	\$46,100,000	\$47,400,000	1.50	\$30,700,000	0.61	\$1,274,000,000
SOLA-TS-OA	29.82	\$45,600,000	\$48,900,000	\$50,300,000	0.90	\$54,400,000	0.55	\$1,322,900,000
SOLA-RD-TS	26.77	\$36,700,000	\$39,400,000	\$40,400,000	0.60	\$65,600,000	0.41	\$1,362,300,000

PROPOSED CORRIDOR CONSTRUCTION PROGRAM - INVESTMENT PACKAGES

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The packages were divided into two improvement categories: Corridor-wide Mobility Improvements and Enhanced Multimodal Improvements. **Corridor-wide Mobility Improvements** generally include the ‘short-term’ recommendations from the Corridor Mobility Plans. These provide improvements for all modes along the entire length of the corridors, including pavement rehabilitation, intersection improvements, traffic signal upgrades, transit signal priority, better connections to transit stops, continuous ADA-compliant sidewalks along the length of the corridors, continuous bicycle lanes or shared-use paths along the length of the corridors, and in some cases intermittent median islands for safety. **Enhanced Multimodal Improvements** generally include the ‘long-term’ recommendations from the Corridor Mobility Plans. While each corridor is different, and the specific improvements may vary, the Enhanced Multimodal Improvements are intended to bring each corridor up to the ultimate vision established in the Corridor Mobility Plan. These improvements build upon the Corridor-wide Mobility Improvements and add full street reconstruction, wider sidewalks, protected bicycle lanes, intermittent median islands for safety, and streetscape improvements, such as landscaping and trees.

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Improvement Category	Corridor	Limits		Estimated Cost			Proposed Projects included in Package	Recommended Funding Approach
		Limits	To	Low	Most Likely	High		
Corridor-wide Mobility Improvements	Airport Blvd.	N. Lamar Blvd.	US183	\$ 74,500,000	\$ 79,900,000	\$ 82,200,000	Up to 6.5 miles of corridor-wide system safety & mobility improvements including up to 21 traffic signal improvements, up to 9 Pedestrian Hybrid Beacons (PHBs), up to 13 miles of new shared-use paths, up to 6.5 miles of pavement rehabilitation, bridge widenings in both directions at Boggy Creek and the Capital Metro Rail line between Springdale Rd and Bolm Rd, and intersection improvements with turn lane modifications at E MLK Blvd, Manor Rd, E Koenig Ln, E 45th St, & Springdale Rd.	Full Design & Construction
Corridor-wide Mobility Improvements	Burnet Road	W. Koenig Ln.	Mopac	\$ 49,500,000	\$ 53,200,000	\$ 54,700,000	Up to 5 miles of corridor-wide system safety & mobility improvements including up to 19 traffic signal improvements, up to 6 Pedestrian Hybrid Beacons (PHBs), up to 10 miles of new shared-use paths, up to 5 miles of pavement rehabilitation, intersection improvements with turn lane modifications at W Koenig Ln, W Braker Ln, Kramer Ln, Esperanza Crossing, & Gault Ln, intermittent median islands from W Koenig Ln to W Anderson Ln, improved stormwater drainage from US 183 to Mopac.	Full Design & Construction
Corridor-wide Mobility Improvements	East Riverside Drive	IH35	SH71	\$ 13,400,000	\$ 14,400,000	\$ 14,800,000	Up to 3 miles of corridor-wide system safety & mobility improvements including up to 14 traffic signal improvements, up to 3 Pedestrian Hybrid Beacons (PHBs), up to 0.5 miles of new or rehabilitated sidewalks, up to 1 mile of pavement rehabilitation, bridge widenings at Country Club Creek, intersection improvements with turn lane modifications at IH35, Willow Creek Dr, Pleasant Valley Rd & Montopolis Dr, intermittent median islands, new street lighting from Shore District Dr to Montopolis.	Full Design & Construction
Enhanced Multimodal Improvements	East Riverside Drive	Shore District Dr.	Crossing Place	\$ 35,600,000	\$ 38,200,000	\$ 39,200,000	Up to 1 mile of full street reconstruction with enhanced pedestrian and bicycle facilities, streetscape, trees, medians, street lighting and new drainage system from Shore District Dr to Crossing Place.	Full Design & Construction
Enhanced Multimodal Improvements	East Riverside Drive	Crossing Place	Montopolis Dr.	\$ 30,000,000	\$ 32,200,000	\$ 33,100,000	Up to 1 mile of full street reconstruction with enhanced pedestrian and bicycle facilities, streetscape, trees, medians, street lighting and new drainage system from Crossing Place to Montopolis Dr.	Full Design & Construction
Corridor-wide Mobility Improvements	Guadalupe Street	24th St, San Antonio St & Guadalupe St. from 18th St to 29th St.		\$ 18,500,000	\$ 19,800,000	\$ 20,400,000	Up to 3 miles of corridor-wide system safety & mobility improvements including transit operational enhancements from 18th St. to MLK, up to 3 traffic signal improvements, up to 4.5 miles of new or rehabilitated sidewalks, up to 0.5 miles of dedicated bike lanes on 24th St., up to 1.5 miles of pavement rehabilitation, new street lighting from 18th St to 29th along Guadalupe St & from Guadalupe to N Lamar along 24th St.	Full Design & Construction
Corridor-wide Mobility Improvements	E. MLK Blvd.	US183	Decker Ln.	\$ 7,400,000	\$ 7,900,000	\$ 8,100,000	Up to 1.5 miles of corridor-wide system safety & mobility improvements including up to 3 traffic signal improvements, up to 1 Pedestrian Hybrid Beacon (PHB), up to 3.5 miles of new shared-use paths, bridge sidewalks will be expanded in both directions at Walnut Creek, intersection improvements with turn lane modifications at Decker Ln, new street lighting at Decker Ln.	Full Design & Construction
Corridor-wide Mobility Improvements	North Lamar Blvd.	US183	Howard Ln.	\$ 62,200,000	\$ 66,800,000	\$ 68,600,000	Up to 5.5 miles of corridor-wide system safety & mobility improvements including up to 13 traffic signal improvements, up to 8 Pedestrian Hybrid Beacons (PHBs), up to 11.5 miles of new or rehabilitated sidewalks and shared-use paths, up to 10 miles of dedicated bike lanes, up to 5.5 miles of pavement rehabilitation, bridge widenings at US183 & Walnut Creek, intersection improvements with turn lane modifications at Rundberg Ln, Braker Ln & Parmar Ln, intermittent median islands, improved stormwater drainage from Rundberg Ln to Howard Ln.	Full Design & Construction

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Corridor-wide Mobility Improvements	Slaughter Lane	FM1826	Vertex Blvd.	\$ 45,200,000	\$ 48,500,000	\$ 49,900,000	Up to 10 miles of corridor-wide system safety & mobility improvements including up to 25 traffic signal improvements, up to 4 Pedestrian Hybrid Beacons (PHBs), up to 6 miles of new or rehabilitated sidewalks, up to 14 miles of dedicated or protected bike lanes, up to 3 miles of pavement rehabilitation, intersection improvements with turn lane modifications at Escarpment Blvd, Brodie Ln & Congress/IH35.	Full Design & Construction
Corridor-wide Mobility Improvements	South Lamar Blvd.	Riverside Dr.	US290	\$ 33,700,000	\$ 36,200,000	\$ 37,200,000	Up to 3 miles of corridor-wide system safety & mobility improvements including up to 15 traffic signal improvements, up to 4 Pedestrian Hybrid Beacons (PHBs), up to 6 miles of new or rehabilitated sidewalks, up to 6 miles of dedicated bike lanes, up to 3 miles of pavement rehabilitation, intersection improvements with turn lane modifications at Barton Springs Rd, Hether St, Oltorf St, Mary St, Bluebonnet Ln & Barton Skyway/Manchaca, intermittent median islands at various locations along the corridor, improved stormwater drainage from Oxford Ave to Panther Trail.	Full Design & Construction
Corridor-wide Mobility Improvements	William Cannon Dr	Southwest Pkwy	McKinney Falls Pky	\$ 43,400,000	\$ 46,600,000	\$ 47,900,000	Up to 11.5 miles of corridor-wide system safety & mobility improvements including roadway widening from two lanes to four lanes from Running Water Dr to McKinney Falls Pkwy, up to 7 traffic signal improvements, up to 7 Pedestrian Hybrid Beacons (PHBs), up to 18 miles of new or rehabilitated sidewalks, up to 5 miles of dedicated or protected bike lanes, up to 2 miles of pavement rehabilitation, bridge construction at Marble Creek, intersection improvements with turn lane modifications at Brodie Ln, S Pleasant Valley Rd, & Bluff Springs Rd, improved stormwater drainage from Running Water Dr to McKinney Falls Pkwy.	Full Design & Construction
Enhanced Multimodal Improvements	Airport Blvd.	N. Lamar Blvd.	45th St.	\$ 55,700,000	\$ 59,800,000	\$ 61,400,000	Up to 2.5 miles of full street reconstruction with enhanced pedestrian and bicycle facilities, streetscape, trees, medians, street lighting and new drainage system from N Lamar Blvd to 45th St.	Initiate Design & Possible Construction
Enhanced Multimodal Improvements	Airport Blvd.	Manor Rd.	US183	\$ 60,700,000	\$ 65,200,000	\$ 67,000,000	Up to 1.5 miles of full street reconstruction with enhanced pedestrian and bicycle facilities, streetscape, trees, medians, street lighting and new drainage system from 45th St to Manor Rd.	Initiate Design & Possible Construction
Enhanced Multimodal Improvements	Airport Blvd.	45th St.	Manor Rd.	\$ 36,500,000	\$ 39,200,000	\$ 40,300,000	Up to 2.5 miles of full street reconstruction with enhanced pedestrian and bicycle facilities, streetscape, trees, medians, street lighting and new drainage system from Manor Rd to US183.	Initiate Design & Possible Construction
Enhanced Multimodal Improvements	North Lamar Blvd.	Parmer Ln.	Howard Ln.	\$ 28,300,000	\$ 30,400,000	\$ 31,300,000	Up to 1 mile of full street reconstruction with enhanced pedestrian and bicycle facilities, streetscape, trees, medians, street lighting and new drainage system from Parmer Ln to Howard Ln.	Initiate Design & Possible Construction
Enhanced Multimodal Improvements	South Lamar Blvd.	Panther Trail	US290	\$ 14,400,000	\$ 15,400,000	\$ 15,900,000	Up to 0.5 miles of full street reconstruction with enhanced pedestrian and bicycle facilities, streetscape, trees, medians, street lighting and new drainage system from Panther Trail to US290.	Initiate Design & Possible Construction
Enhanced Multimodal Improvements	William Cannon Drive	Southwest Parkway	Mopac	\$ 15,100,000	\$ 16,300,000	\$ 16,700,000	Proposed improvements at up to 7 intersections: Southwest Pkwy; Rialto Blvd; US 290; Escarpment Blvd; Beckett Rd; Brush Rd; Mopac.	Initiate Design & Possible Construction
Enhanced Multimodal Improvements	William Cannon Drive	Mopac	IH35	\$ 22,400,000	\$ 24,100,000	\$ 24,700,000	Up to 3.5 miles of roadway widening from four lanes to six lanes from Brodie Ln to Manchaca & proposed improvements at up to 5 intersections: West Gate Blvd; Manchaca Rd; Emerald Forest Dr; S 1st St; S Congress.	Initiate Design & Possible Construction

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Enhanced Multimodal Improvements	William Cannon Drive	IH35	McKinney Falls Pky	\$ 20,000,000	\$ 21,400,000	\$ 22,000,000	Up to 3.5 miles of roadway widening from four lanes to six lanes from IH35 to McKinney Falls Parkway & proposed improvements at up to 2 intersections: IH35 & Salt Springs Rd.	Initiate Design & Possible Construction
Enhanced Multimodal Improvements	Burnet Road	W. Koenig Ln.	Anderson Ln.	\$ 42,900,000	\$ 46,100,000	\$ 47,400,000	Up to 1.5 miles of full reconstruction with enhanced pedestrian and bicycle facilities, streetscape, trees, medians, street lighting and new drainage system from W Koenig Ln to W Anderson Ln.	Seek Additional Funding Opportunities
Enhanced Multimodal Improvements	Burnet Road	Anderson Ln.	US183	\$ 33,400,000	\$ 35,900,000	\$ 36,900,000	Up to 1 mile of full street reconstruction with enhanced pedestrian and bicycle facilities, streetscape, trees, medians, street lighting and new drainage system from Anderson Ln to US183.	Seek Additional Funding Opportunities
Enhanced Multimodal Improvements	Burnet Road	US183	Braker Ln.	\$ 39,800,000	\$ 42,700,000	\$ 43,900,000	Up to 1 mile of full street reconstruction to widen from four lanes to six lanes with enhanced pedestrian and bicycle facilities, streetscape, trees, medians, street lighting and new drainage system from US183 to Braker Ln.	Seek Additional Funding Opportunities
Enhanced Multimodal Improvements	Burnet Road	Braker Ln.	Mopac	\$ 34,900,000	\$ 37,400,000	\$ 38,500,000	Up to 1 mile of full street reconstruction to widen from four lanes to six lanes with enhanced pedestrian and bicycle facilities, streetscape, trees, medians, street lighting and new drainage system from Braker Ln to Mopac.	Seek Additional Funding Opportunities
Enhanced Multimodal Improvements	East Riverside Drive	IH35	Shore District Dr.	\$ 13,800,000	\$ 14,800,000	\$ 15,200,000	Up to 0.5 miles of full reconstruction with enhanced pedestrian and bicycle facilities, streetscape, trees, medians, street lighting and new drainage system from IH35 to Shore District Dr.	Seek Additional Funding Opportunities
Enhanced Multimodal Improvements	East Riverside Drive	Montopolis Dr.	SH71	\$ 32,800,000	\$ 35,200,000	\$ 36,200,000	Up to 1 mile of full reconstruction with enhanced pedestrian and bicycle facilities, streetscape, trees, medians, street lighting and new drainage system from Montopolis Dr to SH71.	Seek Additional Funding Opportunities
Enhanced Multimodal Improvements	Guadalupe Street	W. MLK Blvd.	29th St.	\$ 42,300,000	\$ 45,400,000	\$ 46,700,000	Up to 1 mile of full reconstruction to add transit only lanes with enhanced pedestrian and bicycle facilities, streetscape, trees and new drainage system from MLK to 29th St..	Seek Additional Funding Opportunities
Enhanced Multimodal Improvements	E. MLK Blvd.	US183	Decker Ln.	\$ 49,700,000	\$ 53,300,000	\$ 54,800,000	Up to 2 miles of full reconstruction to widen from 4-lanes to 6-lanes with enhanced pedestrian and bicycle facilities, streetscape, trees, medians, street lighting and new drainage system from US183 to Decker Ln.	Seek Additional Funding Opportunities
Enhanced Multimodal Improvements	North Lamar Blvd.	US183	Braker Ln.	\$ 62,200,000	\$ 66,700,000	\$ 68,600,000	Up to 2 miles of full reconstruction from US183 to Thurmond St and Rundberg Ln to Braker Ln with enhanced pedestrian and bicycle facilities, streetscape, trees, medians, street lighting and new drainage system.	Seek Additional Funding Opportunities
Enhanced Multimodal Improvements	North Lamar Blvd.	Braker Ln.	Parmer Ln.	\$ 55,400,000	\$ 59,500,000	\$ 61,200,000	Up to 2 miles of full reconstruction with enhanced pedestrian and bicycle facilities, streetscape, trees, medians, street lighting and new drainage system from Braker Ln to Parmer Ln.	Seek Additional Funding Opportunities

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Enhanced Multimodal Improvements	North Lamar Blvd.	Thurmond St.	Rundberg Ln.	\$ 25,500,000	\$ 27,300,000	\$ 28,100,000	Up to 1 mile of full reconstruction with enhanced pedestrian and bicycle facilities, streetscape, trees, medians, street lighting and new drainage system from Thurmond St to Rundberg Ln.	Seek Additional Funding Opportunities
Enhanced Multimodal Improvements	Slaughter Lane	Mopac	Brodie Lane	\$ 35,500,000	\$ 38,100,000	\$ 39,200,000	Up to 2 miles of roadway widening to widen from 4-lanes to 6-lanes from Mopac to Brodie Ln.	Seek Additional Funding Opportunities
Enhanced Multimodal Improvements	South Lamar Blvd.	Riverside Dr.	Treadwell St.	\$ 36,700,000	\$ 39,400,000	\$ 40,400,000	Up to 0.5 miles of full reconstruction with enhanced pedestrian and bicycle facilities, streetscape, trees, medians, street lighting and new drainage system from Riverside Dr to Treadwell St.	Seek Additional Funding Opportunities
Enhanced Multimodal Improvements	South Lamar Blvd.	Treadwell St.	Oxford Ave.	\$ 45,600,000	\$ 48,900,000	\$ 50,300,000	Up to 1 mile of full reconstruction with enhanced pedestrian and bicycle facilities, streetscape, trees, medians, street lighting and new drainage system from Treadwell St to Oxford Ave.	Seek Additional Funding Opportunities
Enhanced Multimodal Improvements	South Lamar Blvd.	Oxford Ave.	Panther Trail	\$ 52,200,000	\$ 56,100,000	\$ 57,600,000	Up to 1 mile of full reconstruction with enhanced pedestrian and bicycle facilities, streetscape, trees, medians, street lighting and new drainage system from Oxford Ave to Panther Trail.	Seek Additional Funding Opportunities

PROPOSED CORRIDOR CONSTRUCTION PROGRAM

austin
MOTION
2016 MOBILITY BOND



As great as Austin is, transportation and mobility are a challenge for our community.

In November 2016, Austin voters approved \$720 million for local, corridor, and regional mobility improvements. The largest portion is for corridor improvement projects. Corridors are primary roadways that affect the overall transportation network. They are used for getting around, destinations for residents and visitors, and home to businesses as well as many Austinites.

The City of Austin has developed a Proposed Corridor Construction Program to receive funding from the 2016 Mobility Bond. The Austin City Council will consider approving the program in spring 2018.

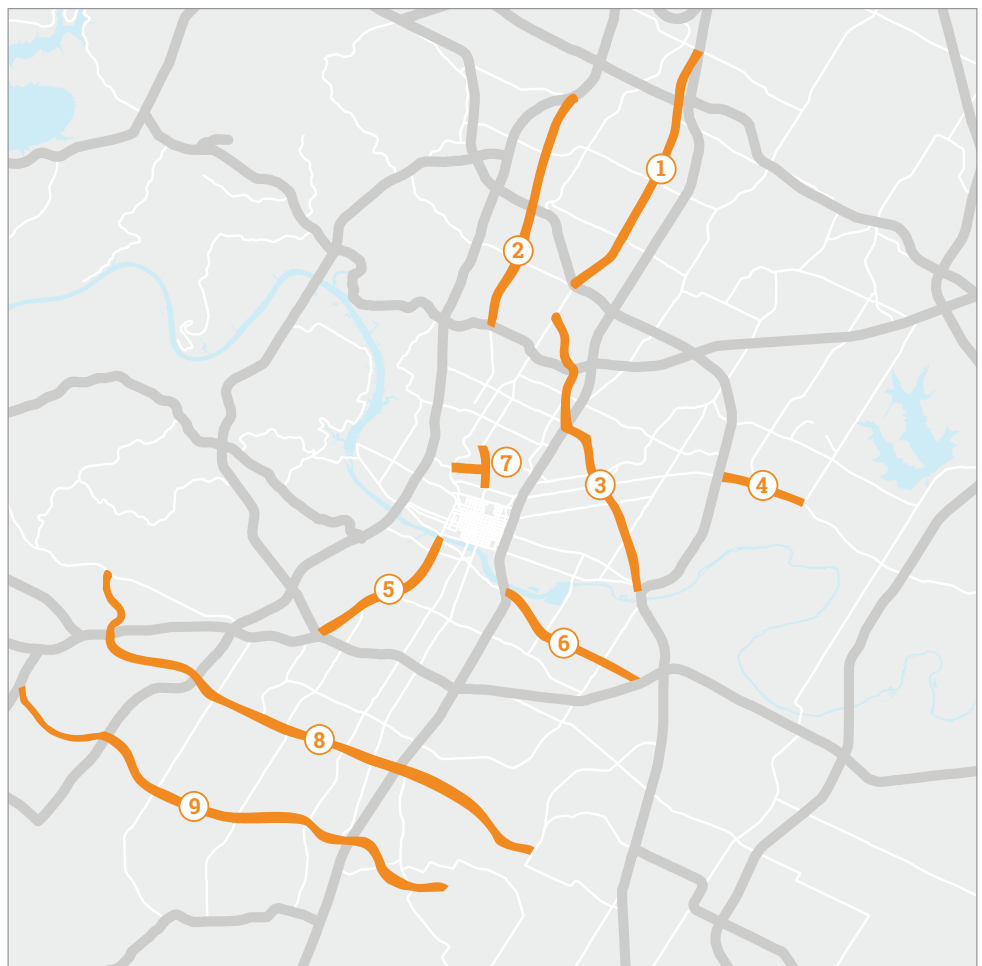
The Proposed Corridor Construction Program will address some of Austin's biggest mobility challenges by:

- Getting people moving by increasing the number of people who can travel through the corridors
- Improving safety and reducing crashes through improvements to intersections and along the corridors
- Expanding transportation options by improving the safety and connectivity of Austin's sidewalk and bicycle networks

All nine corridors in the map below are part of the Draft Proposed Corridor Construction Program.

PROJECT CORRIDORS

- 1 NORTH LAMAR BOULEVARD FROM US HWY 183 TO HOWARD LANE
- 2 BURNET ROAD FROM KOENIG LANE TO MOPAC EXPRESSWAY
- 3 AIRPORT BOULEVARD FROM NORTH LAMAR BOULEVARD TO US HWY 183
- 4 EAST MARTIN LUTHER KING JR. BOULEVARD/FM 969 FROM US HWY 183 TO DECKER LANE
- 5 SOUTH LAMAR BOULEVARD FROM RIVERSIDE DRIVE TO BEN WHITE BOULEVARD/US HWY 290 WEST
- 6 EAST RIVERSIDE DRIVE FROM I-35 TO SH 71
- 7 GUADALUPE STREET FROM MARTIN LUTHER KING JR. BOULEVARD TO WEST 29TH STREET AND WEST 24TH STREET FROM GUADALUPE TO NORTH LAMAR BOULEVARD
- 8 WILLIAM CANNON DRIVE FROM SOUTHWEST PARKWAY TO MCKINNEY FALLS PARKWAY
- 9 SLAUGHTER LANE FROM FM 1826 TO VERTEX BOULEVARD



PROPOSED CORRIDOR CONSTRUCTION PROGRAM

austin
MOTION
2016 MOBILITY BOND



The Proposed Corridor Construction Program is composed of all recommendations in Corridor Mobility Plans for nine corridors throughout Austin. The estimated cost to design and construct all of these recommendations is approximately \$1.4 billion. The 2016 Mobility Bond can fund a portion of those improvements, and the City of Austin will pursue partnerships, leveraging opportunities, and other funding strategies to fully implement the entire Corridor Construction Program.

Those projects in the Proposed Corridor Construction Program that have been prioritized for design and construction with 2016 Mobility Bond funding will result in the biggest bang for the buck and meet other goals outlined in City Council's Contract With Voters.

Here's what you'll get:

Reduced Vehicular Delay

- Anticipated 25% average reduction in delay time
- 30 intersections improved, 50 new intersection turn lanes
- 120 signal improvements with new technology
- 30 miles of pavement rehabilitation

Increased Safety

- Anticipated 15% reduction in crash rate
- 13 of Austin's Top 28 crash intersections improved
- Intermittent median islands to reduce crashes
- 40 new mid-block pedestrian crosswalk signals (Pedestrian Hybrid Beacons)

Better Connectivity and Travel Options

- 75 miles of sidewalks or shared-use paths creating a complete network along the length of all nine corridors
- 40 miles of bicycle lanes creating a complete network along the length of all nine corridors
- 100 bicycle route connections
- Coordinated transit improvements (Capital Metro Connections 2025)

All numbers are approximate and based on the best available data at this time. The exact locations of improvements will be determined in the Project Design Phase, and the City will work with the community prior to project construction.

For more information, including a complete list of improvements in the Proposed Corridor Construction Program for each corridor, visit AustinTexas.gov/CorridorMobility. If you have questions, call the Corridor Program Office at (512) 974-7840 or email corridors@austintexas.gov.

Airport Boulevard

US 183 to
North Lamar Boulevard

MOBILITY, SAFETY, AND CONNECTIVITY IMPROVEMENTS

The list below is what is proposed for the Airport Boulevard corridor using 2016 Mobility Bond funds. The City will design and construct improvements that will enhance mobility, safety, and connectivity from North Lamar Boulevard to US 183.

Additionally, design work will begin on multimodal enhancements for the full length of the corridor for potential future construction. This includes elements like full street reconstruction to extend the life of the roadway; bike lanes that are protected from vehicular traffic; intermittent median islands for safety; and streetscape enhancements.

Design and Construction



Up to 21 traffic signal improvements with enhanced technology to promote vehicular and transit efficiency, and pedestrian and bicyclist safety



Intersection improvements with turn lane modifications to enhance vehicular and transit efficiency, and pedestrian and bicyclist safety at:

1. E MLK Jr Blvd
2. Manor Rd
3. E Koenig Ln
4. E 45th St
5. Springdale Rd



Up to 6.5 miles of pavement rehabilitation to repair spot damage, restore surface, and improve rideability

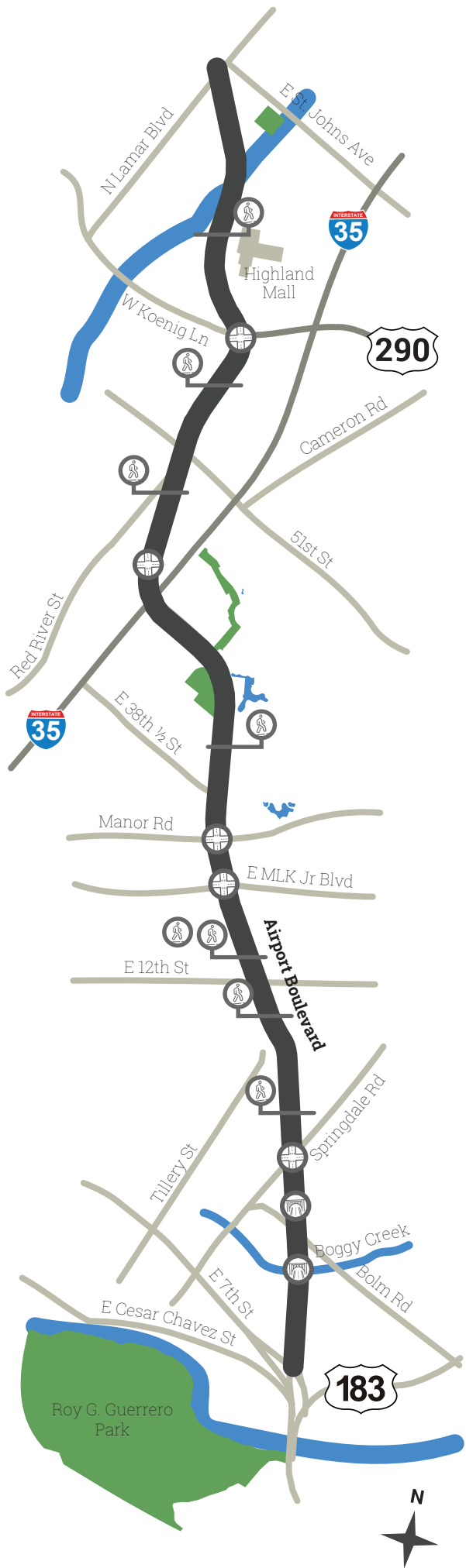



Bridge widenings in both directions to provide safer crossings for drivers, pedestrians, and bicyclists at:

1. Boggy Creek
2. Capital MetroRail line between Springdale Rd and Bolm Rd



Up to 13 miles of new shared-use paths to create continuous ADA-compliant sidewalks and bicycle facilities along length of corridor





Evaluation and possible construction of new midblock pedestrian crosswalk signals (Pedestrian Hybrid Beacons) for cyclists and pedestrians in the vicinity of:

1. Gunter St
2. South of Oak Spring Dr
3. South of Harvey St
4. E 14th 1/2 St
5. E 40th St/Antone St
6. Fernwood Rd/Parkwood Rd
7. E 49th St
8. E 55th St
9. Highland Mall Entrance

A single improvement may benefit multiple transportation modes.

Vehicular

Pedestrian

Bicycle

Transit

Corridor Limits

Design and Possible Construction

The City will begin design on the following projects for possible construction with 2016 Mobility Bond funding. Other funding sources and partnerships will be sought.

Up to 6.5 miles of full street reconstruction between US 183 and North Lamar Boulevard:

Wider sidewalks

Protected bicycle lanes

Enhanced streetscapes with elements like banners, aesthetic treatments, hardscaping, landscaping, trees, etc.

Street lighting

On-corridor stormwater drainage upgrades

NOTE: All recommendations are approximate, proposed, and subject to change. The exact locations of improvements will be determined in the Project Design Phase and the City will work with the community prior to project construction.

For more information and a complete list of proposed enhancements, visit [AustinTexas.gov/CorridorMobility](https://austintexas.gov/CorridorMobility)



Airport Boulevard

US 183 to
North Lamar Boulevard

Program Phases

City staff anticipates bringing the Proposed Corridor Construction Program to City Council for consideration and approval in spring 2018. Once a Corridor Construction Program is approved, work will begin on the Project Design Phase. If modifications to the approved Corridor Construction Program become necessary, those changes will be communicated to City Council and the community.

DEVELOPMENT OF CORRIDOR MOBILITY PLANS

- Data collection and analysis, including crashes, traffic counts, and anticipated future transportation demand
- Development of mobility recommendations, like continuous sidewalks, bike lanes, and intersection improvements
- Public input through meetings and online
- Conceptual level design
- Corridor Mobility Plans are finalized

CORRIDOR CONSTRUCTION PROGRAM DEVELOPMENT PHASE

- Develop model to prioritize Corridor Mobility Plan recommendations as per the Contract With Voters
- Update Corridor Mobility Plan data to reflect current corridor conditions, plans, and policies
- Coordinate with various City of Austin departments and local agencies
- Conduct public outreach to inform community about existing Corridor Mobility Plans and prioritization process (pop-in meetings, online information, briefings to City Boards and Commissions, and civic groups)
- Conduct cost risk assessment and develop mitigation strategies
- Begin analyzing realities of implementation, like utility impacts, agency coordination, and geographic dispersion
- Prepare Proposed Corridor Construction Program

We are here: February 2018

CITY COUNCIL CONSIDERS PROPOSED CORRIDOR CONSTRUCTION PROGRAM

PROJECT DESIGN PHASE

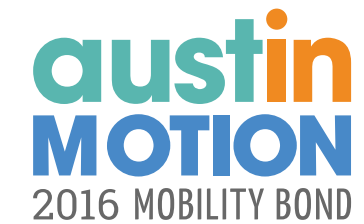
- Conduct surveys to gather information about utilities, property lines, geotechnical analysis, etc.
- Development of traffic management plan to mitigate construction impacts
- Ongoing outreach to the community, City departments, and local agencies
- Continue analyzing realities of implementation
- Coordination with business and property owners to develop strategies to minimize construction impacts
- Finalize design
- Refine cost estimates, look for budget efficiencies, and explore leveraging/partnership opportunities
- Permitting for the projects
- Seek leveraging/other funding opportunities

BID/AWARD/EXECUTION PHASE

- Develop and announce bid/procurement opportunities for construction services
- City Council considers and approves construction contract awards

CONSTRUCTION PHASE

- Construction of corridor improvement projects to enhance mobility, safety, and connectivity
- Ongoing communication with affected stakeholders using multiple methods
- Mitigation of construction impacts



**CORRIDOR
MOBILITY
PROGRAM**



This spring, Austin City Council will consider a Proposed Corridor Construction Program for approval. It will include recommendations for mobility, safety, and connectivity improvements on Airport Boulevard between US 183 and North Lamar Boulevard as well as improvements on eight other corridors. Corridors are primary roadways in Austin's transportation network.

The recommendations came from the Airport Boulevard Corridor Mobility Plan, which was developed with the help of the community. The Corridor Mobility Plan is available at AustinTexas.gov/AirportBlvd. Funding from the 2016 Mobility Bond will go to improvements on Airport Boulevard.

Those projects in the Proposed Corridor Construction Program that have been prioritized for design and construction will result in the biggest bang for the buck and meet other goals outlined in City Council's Contract With Voters.

Here's what you'll get:



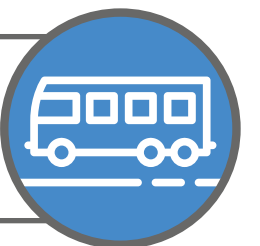
Better traffic flow and reduced delay through intersection improvements, upgraded traffic signals, pavement rehabilitation, and intermittent median islands for safety.



Continuous bicycle lanes or shared-use paths along the full length of the corridor to improve safety and traffic flow.



Continuous ADA-compliant sidewalks along the full length of the corridor, with additional mid-block signalized pedestrian crossings.



Better traffic flow, reduced delay and enhanced connectivity through transit signal priority, and coordination with Capital Metro on strategic placement of transit stops.

The timing and delivery of improvements may be modified after Corridor Construction Program approval, as a variety of factors are being considered, such as geographic dispersion, potential leveraging opportunities, utility conflicts, and scheduling or construction risks. This is to ensure taxpayer dollars are used wisely and in a manner that achieves the desired outcomes expressed in the Contract With Voters.

All recommendations are at a conceptual/preliminary level. Additional project development, including design work, will begin after the Corridor Construction Program is approved by City Council. At that time, the City will work with the community, as well as property and business owners who may be affected. If you have questions about the Proposed Corridor Construction Program, contact Sara Behunek at corridors@austintexas.gov and (512) 974-7840.

MOBILITY, SAFETY, AND CONNECTIVITY IMPROVEMENTS

The list below is what is proposed for the Burnet Road corridor using 2016 Mobility Bond funds. The City will design and construct improvements that will enhance mobility, safety and connectivity from MoPac to Koenig Lane.

Design and Construction



Up to 19 traffic signal improvements with enhanced technology to promote vehicular and transit efficiency, and pedestrian and bicyclist safety



Intersection improvements with turn lane modifications to enhance vehicular and transit efficiency, and pedestrian and bicyclist safety:

1. W Koenig Ln
2. W Braker Ln
3. Kramer Ln
4. Esperanza Crossing
5. Gault Ln



Up to 10 miles of new shared-use paths to create continuous ADA-compliant sidewalks and bicycle facilities along length of corridor



Up to 5 miles of pavement rehabilitation to repair spot damage, restore surface, and improve rideability



Intermittent median islands from W Koenig Ln to W Anderson Ln to improve vehicular and transit efficiency, and safety for everyone



On-corridor stormwater drainage upgrades from US 183 to MoPac to support mobility improvements



Evaluation and possible construction of new midblock pedestrian crosswalk signals (Pedestrian Hybrid Beacons) for cyclists and pedestrians in the vicinity of:

1. Allandale Rd/W Koenig Ln and White Rock Dr
2. Twin Oaks Dr
3. Northcross Mall
4. Ashdale Dr
5. Penny Ln/Doris Dr
6. South of US 183

A single improvement may benefit multiple transportation modes.

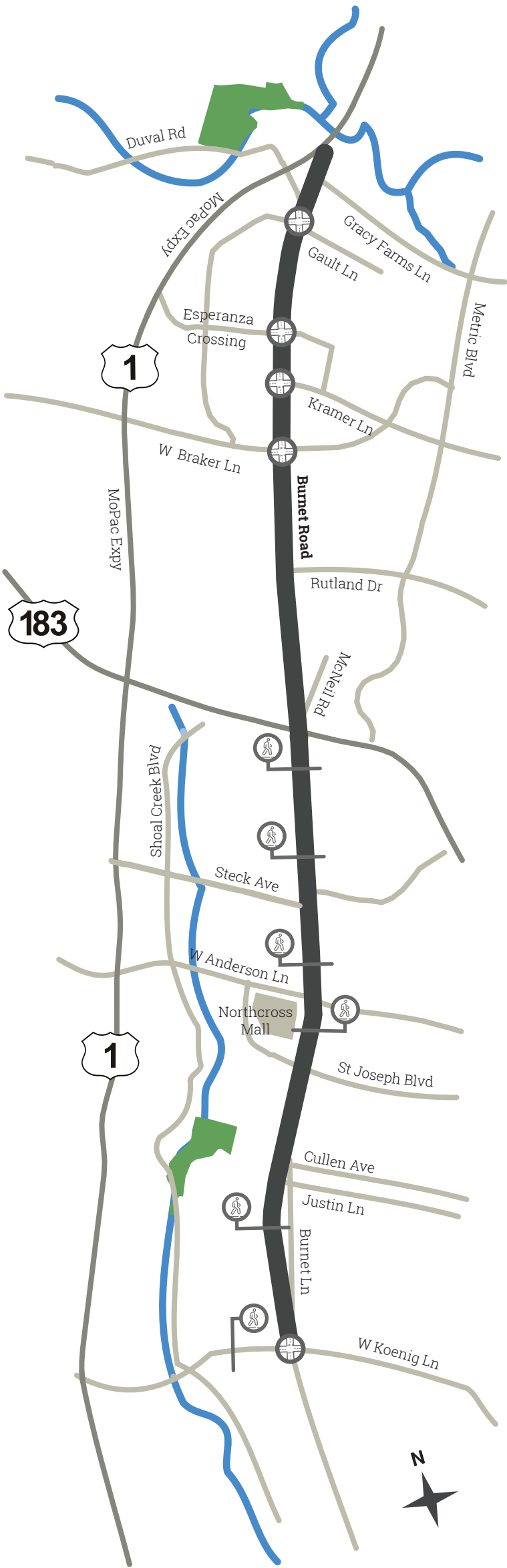
 Vehicular

 Bicycle

 Pedestrian

 Transit

 Corridor Limits



/ATXTRANSPORTATION

@AUSTINMOBILITY

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Burnet Road

West Koenig Lane to
MoPac Expressway

Program Phases

City staff anticipates bringing the Proposed Corridor Construction Program to City Council for consideration and approval in spring 2018. Once a Corridor Construction Program is approved, work will begin on the Project Design Phase. If modifications to the approved Corridor Construction Program become necessary, those changes will be communicated to City Council and the community.

DEVELOPMENT OF CORRIDOR MOBILITY PLANS

- Data collection and analysis, including crashes, traffic counts, and anticipated future transportation demand
- Development of mobility recommendations, like continuous sidewalks, bike lanes, and intersection improvements
- Public input through meetings and online
- Conceptual level design
- Corridor Mobility Plans are finalized

CORRIDOR CONSTRUCTION PROGRAM DEVELOPMENT PHASE

- Develop model to prioritize Corridor Mobility Plan recommendations as per the Contract With Voters
- Update Corridor Mobility Plan data to reflect current corridor conditions, plans, and policies
- Coordinate with various City of Austin departments and local agencies
- Conduct public outreach to inform community about existing Corridor Mobility Plans and prioritization process (pop-in meetings, online information, briefings to City Boards and Commissions, and civic groups)
- Conduct cost risk assessment and develop mitigation strategies
- Begin analyzing realities of implementation, like utility impacts, agency coordination, and geographic dispersion
- Prepare Proposed Corridor Construction Program

We are here: February 2018

CITY COUNCIL CONSIDERS PROPOSED CORRIDOR CONSTRUCTION PROGRAM

PROJECT DESIGN PHASE

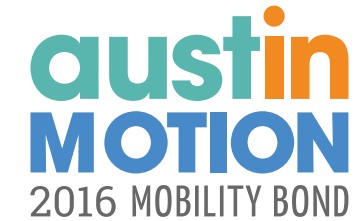
- Conduct surveys to gather information about utilities, property lines, geotechnical analysis, etc.
- Development of traffic management plan to mitigate construction impacts
- Ongoing outreach to the community, City departments, and local agencies
- Continue analyzing realities of implementation
- Coordination with business and property owners to develop strategies to minimize construction impacts
- Finalize design
- Refine cost estimates, look for budget efficiencies, and explore leveraging/partnership opportunities
- Permitting for the projects
- Seek leveraging/other funding opportunities

BID/AWARD/EXECUTION PHASE

- Develop and announce bid/procurement opportunities for construction services
- City Council considers and approves construction contract awards

CONSTRUCTION PHASE

- Construction of corridor improvement projects to enhance mobility, safety, and connectivity
- Ongoing communication with affected stakeholders using multiple methods
- Mitigation of construction impacts



**CORRIDOR
MOBILITY
PROGRAM**



This spring, Austin City Council will consider a Proposed Corridor Construction Program for approval. It will include recommendations for mobility, safety, and connectivity improvements on Burnet Road between MoPac Expressway and West Koenig Lane as well as improvements on eight other corridors. Corridors are primary roadways in Austin's transportation network.

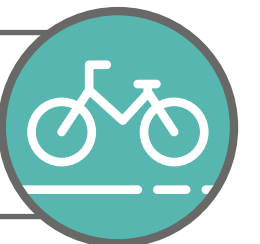
The recommendations came from the North Lamar Boulevard/Burnet Road Corridor Mobility Plan, which was developed with the help of the community. The Corridor Mobility Plan is available at AustinTexas.gov/Burnet. Funding from the 2016 Mobility Bond will go to improvements on Burnet Road. Funds from the 2012 Bond Program will also be applied to the Burnet Road and North Lamar Boulevard corridors.

Those projects in the Proposed Corridor Construction Program that have been prioritized for design and construction will result in the biggest bang for the buck and meet other goals outlined in City Council's Contract With Voters.

Here's what you'll get:



Better traffic flow and reduced delay through intersection improvements, upgraded traffic signals, pavement rehabilitation, and intermittent median islands for safety.



Continuous bicycle lanes or shared-use paths along the full length of the corridor to improve safety and traffic flow.



Continuous ADA-compliant sidewalks along the full length of the corridor, with additional mid-block signalized pedestrian crossings.



Better traffic flow, reduced delay and enhanced connectivity through transit signal priority, and coordination with Capital Metro on strategic placement of transit stops.

The timing and delivery of improvements may be modified after Corridor Construction Program approval, as a variety of factors are being considered, such as geographic dispersion, potential leveraging opportunities, utility conflicts, and scheduling or construction risks. This is to ensure taxpayer dollars are used wisely and in a manner that achieves the desired outcomes expressed in the Contract With Voters.

All recommendations are at a conceptual/preliminary level. Additional project development, including design work, will begin after the Corridor Construction Program is approved by City Council. At that time, the City will work with the community, as well as property and business owners who may be affected. If you have questions about the Proposed Corridor Construction Program, contact Sara Behunek at corridors@austintexas.gov and (512) 974-7840.

EAST MLK JR BLVD/FM 969

US 183 to Decker Lane

MOBILITY, SAFETY, AND CONNECTIVITY IMPROVEMENTS

The list below is what is proposed for the East MLK Jr. Boulevard/FM 969 corridor using 2016 Mobility Bond funds. The City will design and construct improvements that will enhance mobility, safety, and connectivity from US 183 to Decker Lane.

Design and Construction

- 

Up to 3 traffic signal improvements with enhanced technology to promote vehicular and transit efficiency, and pedestrian and bicyclist safety
- 

Intersection improvements with turn lane modifications at Decker Ln to enhance vehicular and transit efficiency, and pedestrian and bicyclist safety
- 

Up to 3.5 miles of new shared-use paths to create continuous ADA-compliant sidewalks along length of corridor
- 

Sidewalks across the bridge over Walnut Creek will be expanded in both directions to provide safer crossings for drivers, pedestrians, and bicyclists
- 

Widening the existing at-grade Capital MetroRail crossing near Sendero Hills Pkwy to enhance pedestrian and bicyclist safety
- 

New street lighting at Decker Ln to improve visibility and enhance safety
- 

New connections to Walnut Creek Trail for bicyclists and pedestrians
- 

New speed ramps at Walnut Creek Bridge to enhance bicyclist safety
- 

New signalized crosswalk at Sendero Hills Pkwy to enhance safety for pedestrians and bicyclists
- A single improvement may benefit multiple transportation modes.

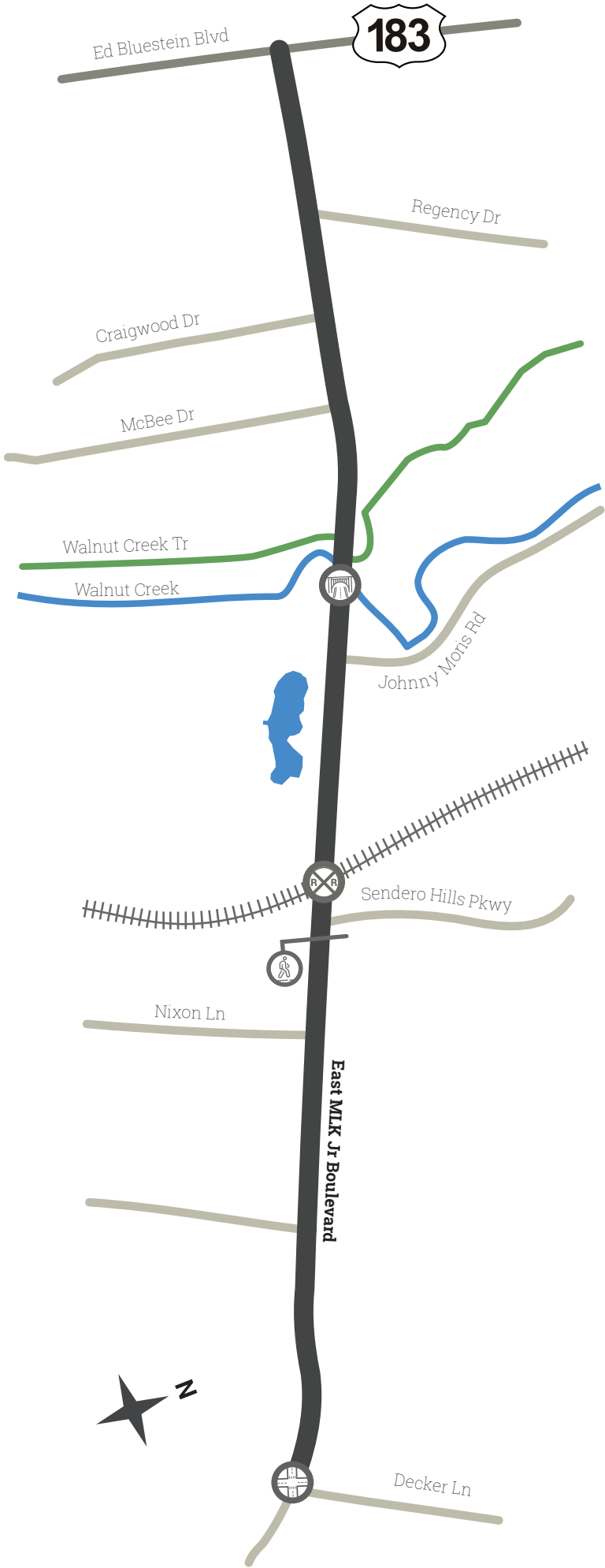
Vehicular

Pedestrian

Bicycle

Transit

Corridor Limits





EAST MLK JR BLVD/FM 969

US 183 to Decker Lane

Program Phases

City staff anticipates bringing the Proposed Corridor Construction Program to City Council for consideration and approval in spring 2018. Once a Corridor Construction Program is approved, work will begin on the Project Design Phase. If modifications to the approved Corridor Construction Program become necessary, those changes will be communicated to City Council and the community.

DEVELOPMENT OF CORRIDOR MOBILITY PLANS

- Data collection and analysis, including crashes, traffic counts, and anticipated future transportation demand
- Development of mobility recommendations, like continuous sidewalks, bike lanes, and intersection improvements
- Public input through meetings and online
- Conceptual level design
- Corridor Mobility Plans are finalized

CORRIDOR CONSTRUCTION PROGRAM DEVELOPMENT PHASE

- Develop model to prioritize Corridor Mobility Plan recommendations as per the Contract With Voters
- Update Corridor Mobility Plan data to reflect current corridor conditions, plans, and policies
- Coordinate with various City of Austin departments and local agencies
- Conduct public outreach to inform community about existing Corridor Mobility Plans and prioritization process (pop-in meetings, online information, briefings to City Boards and Commissions, and civic groups)
- Conduct cost risk assessment and develop mitigation strategies
- Begin analyzing realities of implementation, like utility impacts, agency coordination, and geographic dispersion
- Prepare Proposed Corridor Construction Program

We are here: February 2018

CITY COUNCIL CONSIDERS PROPOSED CORRIDOR CONSTRUCTION PROGRAM

PROJECT DESIGN PHASE

- Conduct surveys to gather information about utilities, property lines, geotechnical analysis, etc.
- Development of traffic management plan to mitigate construction impacts
- Ongoing outreach to the community, City departments, and local agencies
- Continue analyzing realities of implementation
- Coordination with business and property owners to develop strategies to minimize construction impacts
- Finalize design
- Refine cost estimates, look for budget efficiencies, and explore leveraging/partnership opportunities
- Permitting for the projects
- Seek leveraging/other funding opportunities

BID/AWARD/EXECUTION PHASE

- Develop and announce bid/procurement opportunities for construction services
- City Council considers and approves construction contract awards

CONSTRUCTION PHASE

- Construction of corridor improvement projects to enhance mobility, safety, and connectivity
- Ongoing communication with affected stakeholders using multiple methods
- Mitigation of construction impacts



**CORRIDOR
MOBILITY
PROGRAM**



This spring, Austin City Council will consider a Proposed Corridor Construction Program for approval. It will include recommendations for mobility, safety, and connectivity improvements on East Martin Luther King Jr Boulevard/FM 969 between US 183 and Decker Lane as well as improvements on eight other corridors. Corridors are primary roadways in Austin's transportation network.

The recommendations came from the East MLK Jr. Boulevard/FM 969 Corridor Mobility Plan, which was developed with the help of the community. The Corridor Mobility Plan is available at AustinTexas.gov/MLK969. Funding from the 2016 Mobility Bond will go to improvements on East MLK Jr. Boulevard/FM 969.

Those projects in the Proposed Corridor Construction Program that have been prioritized for design and construction will result in the biggest bang for the buck and meet other goals outlined in City Council's Contract With Voters

Here's what you'll get:



Better traffic flow and reduced delay through intersection improvements, upgraded traffic signals, pavement rehabilitation, and intermittent median islands for safety.



Continuous bicycle lanes or shared-use paths along the full length of the corridor to improve safety and traffic flow.



Continuous ADA-compliant sidewalks along the full length of the corridor, with additional mid-block signalized pedestrian crossings.



Better traffic flow, reduced delay and enhanced connectivity through transit signal priority, and coordination with Capital Metro on strategic placement of transit stops.

The timing and delivery of improvements may be modified after Corridor Construction Program approval, as a variety of factors are being considered, such as geographic dispersion, potential leveraging opportunities, utility conflicts, and scheduling or construction risks. This is to ensure taxpayer dollars are used wisely and in a manner that achieves the desired outcomes expressed in the Contract With Voters.

All recommendations are at a conceptual/preliminary level. Additional project development, including design work, will begin after the Corridor Construction Program is approved by City Council. At that time, the City will work with the community, as well as property and business owners who may be affected. If you have questions about the Proposed Corridor Construction Program, contact Sara Behunek at corridors@austintexas.gov and (512) 974-7840.

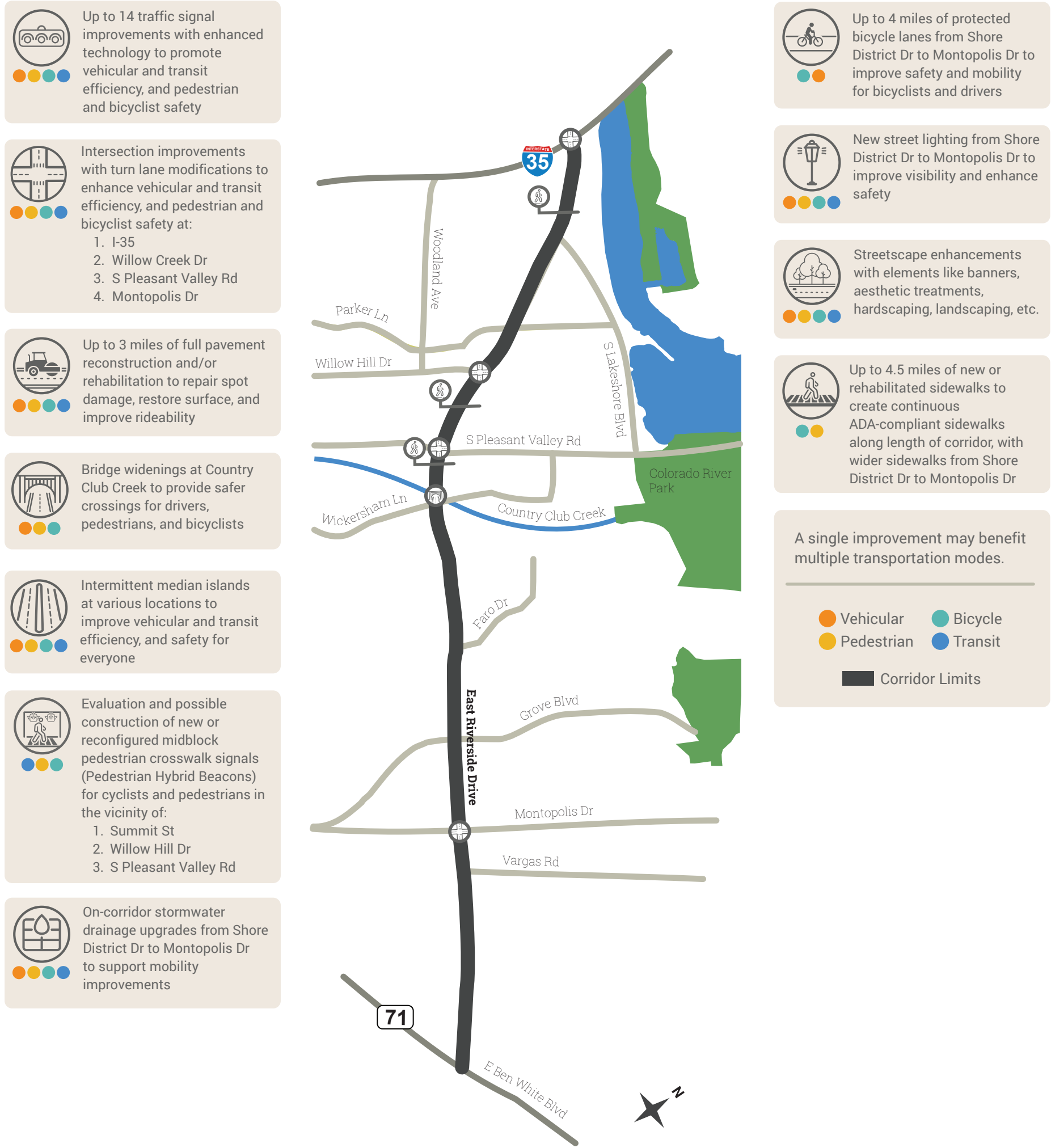
East Riverside Drive I-35 to SH 71

MOBILITY, SAFETY, AND CONNECTIVITY IMPROVEMENTS

The list below is what is proposed for the East Riverside Drive corridor using 2016 Mobility Bond funds. The City will design and construct improvements that will enhance mobility, safety and connectivity from I-35 to SH 71.

Additionally, design and construction will occur on multimodal enhancements between Shore District Drive and Montopolis Drive. This includes elements like full street reconstruction to extend the life of the roadway; bike lanes that are protected from vehicular traffic; intermittent median islands for safety; and streetscape enhancements.

Design and Construction





East Riverside Drive

I-35 to SH 71

Program Phases

City staff anticipates bringing the Proposed Corridor Construction Program to City Council for consideration and approval in spring 2018. Once a Corridor Construction Program is approved, work will begin on the Project Design Phase. If modifications to the approved Corridor Construction Program become necessary, those changes will be communicated to City Council and the community.

DEVELOPMENT OF CORRIDOR MOBILITY PLANS

- Data collection and analysis, including crashes, traffic counts, and anticipated future transportation demand
- Development of mobility recommendations, like continuous sidewalks, bike lanes, and intersection improvements
- Public input through meetings and online
- Conceptual level design
- Corridor Mobility Plans are finalized

CORRIDOR CONSTRUCTION PROGRAM DEVELOPMENT PHASE

- Develop model to prioritize Corridor Mobility Plan recommendations as per the Contract With Voters
- Update Corridor Mobility Plan data to reflect current corridor conditions, plans, and policies
- Coordinate with various City of Austin departments and local agencies
- Conduct public outreach to inform community about existing Corridor Mobility Plans and prioritization process (pop-in meetings, online information, briefings to City Boards and Commissions, and civic groups)
- Conduct cost risk assessment and develop mitigation strategies
- Begin analyzing realities of implementation, like utility impacts, agency coordination, and geographic dispersion
- Prepare Proposed Corridor Construction Program

We are here: February 2018

CITY COUNCIL CONSIDERS PROPOSED CORRIDOR CONSTRUCTION PROGRAM

PROJECT DESIGN PHASE

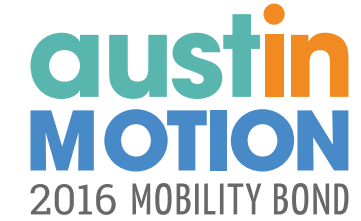
- Conduct surveys to gather information about utilities, property lines, geotechnical analysis, etc.
- Development of traffic management plan to mitigate construction impacts
- Ongoing outreach to the community, City departments, and local agencies
- Continue analyzing realities of implementation
- Coordination with business and property owners to develop strategies to minimize construction impacts
- Finalize design
- Refine cost estimates, look for budget efficiencies, and explore leveraging/partnership opportunities
- Permitting for the projects
- Seek leveraging/other funding opportunities

BID/AWARD/EXECUTION PHASE

- Develop and announce bid/procurement opportunities for construction services
- City Council considers and approves construction contract awards

CONSTRUCTION PHASE

- Construction of corridor improvement projects to enhance mobility, safety, and connectivity
- Ongoing communication with affected stakeholders using multiple methods
- Mitigation of construction impacts



**CORRIDOR
MOBILITY
PROGRAM**



This spring, Austin City Council will consider a Proposed Corridor Construction Program for approval. It will include recommendations for mobility, safety, and connectivity improvements on East Riverside Drive between SH 71 and I-35 as well as improvements on eight other corridors. Corridors are primary roadways in Austin's transportation network.

The recommendations came from the East Riverside Drive Corridor Mobility Plan, which was developed with the help of the community. The Corridor Mobility Plan is available at AustinTexas.gov/Riverside. Funding from the 2016 Mobility Bond will go to improvements on East Riverside Drive.

Those projects in the Proposed Corridor Construction Program that have been prioritized for design and construction will result in the biggest bang for the buck and meet other goals outlined in City Council's Contract With Voters.

Here's what you'll get:



Better traffic flow and reduced delay through intersection improvements, upgraded traffic signals, pavement rehabilitation, and intermittent median islands for safety.



Continuous bicycle lanes or shared-use paths along the full length of the corridor to improve safety and traffic flow.



Continuous ADA-compliant sidewalks along the full length of the corridor, with additional mid-block signalized pedestrian crossings.



Better traffic flow, reduced delay and enhanced connectivity through transit signal priority, and coordination with Capital Metro on strategic placement of transit stops.

The timing and delivery of improvements may be modified after Corridor Construction Program approval, as a variety of factors are being considered, such as geographic dispersion, potential leveraging opportunities, utility conflicts, and scheduling or construction risks. This is to ensure taxpayer dollars are used wisely and in a manner that achieves the desired outcomes expressed in the Contract With Voters.

All recommendations are at a conceptual/preliminary level. Additional project development, including design work, will begin after the Corridor Construction Program is approved by City Council. At that time, the City will work with the community, as well as property and business owners who may be affected. If you have questions about the Proposed Corridor Construction Program, contact Sara Behunek at corridors@austintexas.gov and (512) 974-7840.

Guadalupe Street

18th Street to 29th Street;
Includes West 24th Street from
North Lamar Boulevard to Guadalupe Street

MOBILITY, SAFETY, AND CONNECTIVITY IMPROVEMENTS

The list below is what is proposed for the Guadalupe Street corridor using 2016 Mobility Bond funds. The Guadalupe Street corridor includes Guadalupe Street from 18th Street to 29th Street, and some adjacent street segments. The City will design and construct improvements that will enhance mobility, safety and connectivity.

Design and Construction

- 

●●●●

Up to 3 traffic signal improvements with enhanced technology to promote vehicular and transit efficiency, and pedestrian and bicyclist safety along Guadalupe St:

 - MLK Jr Blvd
 - 24th St
 - Dean Keeton St
- 

●●

Up to 4.5 miles of new or rehabilitated sidewalks to fill in gaps and create continuous ADA-compliant sidewalks:

 - Along Guadalupe St from MLK Jr Blvd to W 29th St
 - Along Nueces St from 24th St to Guadalupe St
 - Between Guadalupe St and San Antonio St/ Nueces St on 21st St, 22nd St, 23rd St, 24th St, 25th St, 26th St, 27th St and 28th St
- 

●●●●

Up to 1.5 miles of pavement rehabilitation along 24th St and Nueces St to repair spot damage, restore surface, and improve rideability
- 

●

Addition of transit operational enhancements on Guadalupe St from 18th St to MLK Jr Blvd
- 

●●●●

New street lighting to improve visibility and enhance safety:

 - Guadalupe St from 18th St to 29th St
 - 24th St from Guadalupe St to North Lamar Blvd
- 

●●●●

Along 24th St between Lamar Blvd and Guadalupe St:

 - A new continuous, dedicated center turning lane to improve traffic flow and enhance safety for drivers, bicyclists, and pedestrians
 - A dedicated bicycle lane to improve safety and mobility for bicyclists and drivers
 - These additions are made possible by repurposing one travel lane in each direction
- 

●●

Restripe Nueces St from one way to two-way traffic to enhance traffic flow in and around Guadalupe St



A single improvement may benefit multiple transportation modes.

● Vehicular

● Bicycle

● Pedestrian

● Transit

█ Corridor Limits



Guadalupe Street

18th Street to 29th Street;
Includes West 24th Street from
North Lamar Boulevard to Guadalupe Street

Program Phases

City staff anticipates bringing the Proposed Corridor Construction Program to City Council for consideration and approval in spring 2018. Once a Corridor Construction Program is approved, work will begin on the Project Design Phase. If modifications to the approved Corridor Construction Program become necessary, those changes will be communicated to City Council and the community.

DEVELOPMENT OF CORRIDOR MOBILITY PLANS

- Data collection and analysis, including crashes, traffic counts, and anticipated future transportation demand
- Development of mobility recommendations, like continuous sidewalks, bike lanes, and intersection improvements
- Public input through meetings and online
- Conceptual level design
- Corridor Mobility Plans are finalized

CORRIDOR CONSTRUCTION PROGRAM DEVELOPMENT PHASE

- Develop model to prioritize Corridor Mobility Plan recommendations as per the Contract With Voters
- Update Corridor Mobility Plan data to reflect current corridor conditions, plans, and policies
- Coordinate with various City of Austin departments and local agencies
- Conduct public outreach to inform community about existing Corridor Mobility Plans and prioritization process (pop-in meetings, online information, briefings to City Boards and Commissions, and civic groups)
- Conduct cost risk assessment and develop mitigation strategies
- Begin analyzing realities of implementation, like utility impacts, agency coordination, and geographic dispersion
- Prepare Proposed Corridor Construction Program

We are here: February 2018

CITY COUNCIL CONSIDERS PROPOSED CORRIDOR CONSTRUCTION PROGRAM

PROJECT DESIGN PHASE

- Conduct surveys to gather information about utilities, property lines, geotechnical analysis, etc.
- Development of traffic management plan to mitigate construction impacts
- Ongoing outreach to the community, City departments, and local agencies
- Continue analyzing realities of implementation
- Coordination with business and property owners to develop strategies to minimize construction impacts
- Finalize design
- Refine cost estimates, look for budget efficiencies, and explore leveraging/partnership opportunities
- Permitting for the projects
- Seek leveraging/other funding opportunities

BID/AWARD/EXECUTION PHASE

- Develop and announce bid/procurement opportunities for construction services
- City Council considers and approves construction contract awards

CONSTRUCTION PHASE

- Construction of corridor improvement projects to enhance mobility, safety, and connectivity
- Ongoing communication with affected stakeholders using multiple methods
- Mitigation of construction impacts



**CORRIDOR
MOBILITY
PROGRAM**



This spring, Austin City Council will consider a Proposed Corridor Construction Program for approval. It will include recommendations for mobility, safety, and connectivity improvements on Guadalupe Street between 18th Street and 29th Street, including West 24th Street as well as improvements on eight other corridors. Corridors are primary roadways in Austin's transportation network.

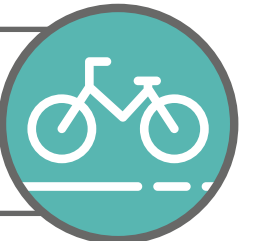
The recommendations came from the Guadalupe Street Corridor Mobility Plan, which was developed with the help of the community. The Corridor Mobility Plan is available at AustinTexas.gov/Guadalupe. Funding from the 2016 Mobility Bond will go to improvements for the Guadalupe Street corridor.

Those projects in the Proposed Corridor Construction Program that have been prioritized for design and construction will result in the biggest bang for the buck and meet other goals outlined in City Council's Contract With Voters.

Here's what you'll get:



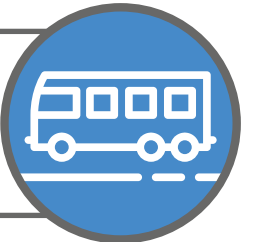
Better traffic flow and reduced delay through intersection improvements, upgraded traffic signals, pavement rehabilitation, and intermittent median islands for safety.



Continuous bicycle lanes or shared-use paths along the full length of the corridor to improve safety and traffic flow.



Continuous ADA-compliant sidewalks along the full length of the corridor, with additional mid-block signalized pedestrian crossings.



Better traffic flow, reduced delay and enhanced connectivity through transit signal priority, and coordination with Capital Metro on strategic placement of transit stops.

The timing and delivery of improvements may be modified after Corridor Construction Program approval, as a variety of factors are being considered, such as geographic dispersion, potential leveraging opportunities, utility conflicts, and scheduling or construction risks. This is to ensure taxpayer dollars are used wisely and in a manner that achieves the desired outcomes expressed in the Contract With Voters.

All recommendations are at a conceptual/preliminary level. Additional project development, including design work, will begin after the Corridor Construction Program is approved by City Council. At that time, the City will work with the community, as well as property and business owners who may be affected. If you have questions about the Proposed Corridor Construction Program, contact Sara Behunek at corridors@austintexas.gov and (512) 974-7840.



North Lamar Boulevard

US 183 to I-35/Howard Lane

Program Phases

City staff anticipates bringing the Proposed Corridor Construction Program to City Council for consideration and approval in spring 2018. Once a Corridor Construction Program is approved, work will begin on the Project Design Phase. If modifications to the approved Corridor Construction Program become necessary, those changes will be communicated to City Council and the community.

DEVELOPMENT OF CORRIDOR MOBILITY PLANS

- Data collection and analysis, including crashes, traffic counts, and anticipated future transportation demand
- Development of mobility recommendations, like continuous sidewalks, bike lanes, and intersection improvements
- Public input through meetings and online
- Conceptual level design
- Corridor Mobility Plans are finalized

CORRIDOR CONSTRUCTION PROGRAM DEVELOPMENT PHASE

- Develop model to prioritize Corridor Mobility Plan recommendations as per the Contract With Voters
- Update Corridor Mobility Plan data to reflect current corridor conditions, plans, and policies
- Coordinate with various City of Austin departments and local agencies
- Conduct public outreach to inform community about existing Corridor Mobility Plans and prioritization process (pop-in meetings, online information, briefings to City Boards and Commissions, and civic groups)
- Conduct cost risk assessment and develop mitigation strategies
- Begin analyzing realities of implementation, like utility impacts, agency coordination, and geographic dispersion
- Prepare Proposed Corridor Construction Program

We are here: February 2018

CITY COUNCIL CONSIDERS PROPOSED CORRIDOR CONSTRUCTION PROGRAM

PROJECT DESIGN PHASE

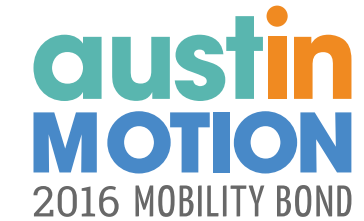
- Conduct surveys to gather information about utilities, property lines, geotechnical analysis, etc.
- Development of traffic management plan to mitigate construction impacts
- Ongoing outreach to the community, City departments, and local agencies
- Continue analyzing realities of implementation
- Coordination with business and property owners to develop strategies to minimize construction impacts
- Finalize design
- Refine cost estimates, look for budget efficiencies, and explore leveraging/partnership opportunities
- Permitting for the projects
- Seek leveraging/other funding opportunities

BID/AWARD/EXECUTION PHASE

- Develop and announce bid/procurement opportunities for construction services
- City Council considers and approves construction contract awards

CONSTRUCTION PHASE

- Construction of corridor improvement projects to enhance mobility, safety, and connectivity
- Ongoing communication with affected stakeholders using multiple methods
- Mitigation of construction impacts



**CORRIDOR
MOBILITY
PROGRAM**



This spring, Austin City Council will consider a Proposed Corridor Construction Program for approval. It will include recommendations for mobility, safety, and connectivity improvements on North Lamar Boulevard between US 183 and I-35/Howard Lane as well as improvements on eight other corridors. Corridors are primary roadways in Austin's transportation network.

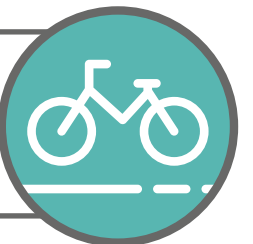
The recommendations came from the North Lamar Corridor Mobility Plan, which was developed with the help of the community. The Corridor Mobility Plan is available at AustinTexas.gov/NorthLamar. Funding from the 2016 Mobility Bond will go to improvements on North Lamar. Funds from the 2012 Bond Program will also be applied to the Burnet Road and North Lamar Boulevard corridors.

Those projects in the Proposed Corridor Construction Program that have been prioritized for design and construction will result in the biggest bang for the buck and meet other goals outlined in City Council's Contract With Voters.

Here's what you'll get:



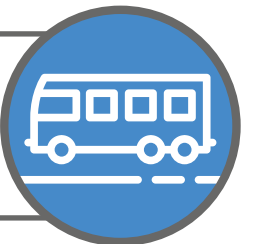
Better traffic flow and reduced delay through intersection improvements, upgraded traffic signals, pavement rehabilitation, and intermittent median islands for safety.



Continuous bicycle lanes or shared-use paths along the full length of the corridor to improve safety and traffic flow.



Continuous ADA-compliant sidewalks along the full length of the corridor, with additional mid-block signalized pedestrian crossings.



Better traffic flow, reduced delay and enhanced connectivity through transit signal priority, and coordination with Capital Metro on strategic placement of transit stops.

The timing and delivery of improvements may be modified after Corridor Construction Program approval, as a variety of factors are being considered, such as geographic dispersion, potential leveraging opportunities, utility conflicts, and scheduling or construction risks. This is to ensure taxpayer dollars are used wisely and in a manner that achieves the desired outcomes expressed in the Contract With Voters.

All recommendations are at a conceptual/preliminary level. Additional project development, including design work, will begin after the Corridor Construction Program is approved by City Council. At that time, the City will work with the community, as well as property and business owners who may be affected. If you have questions about the Proposed Corridor Construction Program, contact Sara Behunek at corridors@austintexas.gov and (512) 974-7840.

North Lamar Boulevard

US 183 to I-35/Howard Lane

MOBILITY, SAFETY, AND CONNECTIVITY IMPROVEMENTS

The list below is what is proposed for the North Lamar Boulevard corridor using 2016 Mobility Bond funds. The City will design and construct improvements that will enhance mobility, safety and connectivity from US 183 to I-35/Howard Lane. Design work will also begin on additional multimodal enhancements between Parmer Lane and Howard Lane for potential future construction. This includes elements like full street reconstruction to extend the life of the roadway; bike lanes that are protected from vehicular traffic; intermittent median islands for safety; and streetscape enhancements.

Design and Construction

Up to 13 traffic signal improvements with enhanced technology to promote vehicular and transit efficiency, and pedestrian and bicyclist safety

Intersection improvements with turn lane modifications to enhance vehicular and transit efficiency, and pedestrian and bicyclist safety at:
1. Rundberg Ln
2. W Braker Ln
3. W Parmer Ln

Up to 11.5 miles of new or rehabilitated sidewalks and shared-use paths to create continuous ADA-compliant sidewalks along length of corridor

Up to 10 miles of new dedicated bicycle lanes to improve safety and mobility for bicyclists and drivers

Up to 5.5 miles of pavement rehabilitation to repair spot damage, restore surface, and improve rideability

New bridge construction and/or widenings to provide safer crossings for drivers, pedestrians, and bicyclists:
1. US 183 northbound
2. Walnut Creek

Addition of a dedicated transit connection to Tech Ridge Park and Ride at W Howard Ln

Intermittent median islands at various locations to improve vehicular and transit efficiency, and safety for all users



On-corridor stormwater drainage upgrades from Rundberg Ln to Howard Ln to support mobility improvements

Evaluation and possible construction of new midblock pedestrian crosswalk signals (Pedestrian Hybrid Beacons) for cyclists and pedestrians in the vicinity of:
1. Meadowlark St
2. Fairfield Dr
3. Deen Ave
4. Cooper Dr
5. Grady Dr
6. Ferguson Dr
7. Little Oak Dr
8. On The Green Apartments

A single improvement may benefit multiple transportation modes.

Vehicular

Pedestrian

Bicycle

Transit

Corridor Limits

Design and Possible Construction

The City will begin design on the following projects for possible construction with 2016 Mobility Bond funding. Other funding sources and partnerships will be sought.

Up to 1 mile of full street reconstruction between Parmer Ln and Howard Ln:

• Wider sidewalks

• Protected bicycle lanes

• Enhanced streetscapes with elements like banners, aesthetic treatments, hardscaping, landscaping, trees, etc.

• Street lighting

• On-corridor stormwater drainage upgrades

NOTE: All recommendations are approximate, proposed, and subject to change. The exact locations of improvements will be determined in the Project Design Phase, and the City will work with the community prior to project construction.

For more information and a complete list of proposed enhancements, visit [AustinTexas.gov/CorridorMobility](https://austintexas.gov/CorridorMobility)

Slaughter Lane

FM 1826 to
Vertex Boulevard

MOBILITY, SAFETY, AND CONNECTIVITY IMPROVEMENTS

The list below is what is proposed for the Slaughter Lane corridor using 2016 Mobility Bond funds. The City will design and construct improvements that will enhance mobility, safety, and connectivity from FM 1826 to Vertex Boulevard.

Design and Construction



Up to 28 traffic signal improvements with enhanced technology to promote vehicular and transit efficiency, and pedestrian and bicyclist safety



Intersection improvements with turn lane modifications to enhance vehicular and transit efficiency, and pedestrian and bicyclist safety:

1. Escarpment Blvd
2. Brodie Ln
3. S Congress Ave/I-35



Up to 6 miles of new or rehabilitated sidewalks to create continuous ADA-compliant sidewalks along length of corridor



Up to 14 miles of dedicated or protected bicycle lanes to improve safety and mobility for bicyclists and drivers

A protected bicycle lane will be added in each direction between I-35 and Brandt Rd by repurposing one travel lane in each direction



Up to 3 miles of pavement rehabilitation to repair spot damage, restore surface, and improve rideability



Evaluation and possible construction of new midblock pedestrian crosswalk signals (Pedestrian Hybrid Beacons) for cyclists and pedestrians in the vicinity of:

1. Zuniga Dr
2. Briar Ridge Dr
3. Narrow Glen Pkwy
4. Orchard Ridge

A single improvement may benefit multiple transportation modes.

Vehicular

Pedestrian

Bicycle

Transit

Corridor Limits

The map illustrates the Slaughter Lane corridor from FM 1826 at the top to Vertex Blvd at the bottom. Key features include:

- Corridor Limits:** Indicated by a thick black line.
- Intersections:** Marked with circles containing a crosshair.
- Streets:** Labeled include Escarpment Blvd, Zuniga Dr, Brodie Ln, Davis Ln, West Gate Blvd, Briar Ridge Dr, Manchaca Rd, S 1st St, S Congress Ave, Brandt Rd, Bluff Springs Rd, and Old Lockhart Hwy.
- Parks and Preserves:** Shaded green areas include Metropolitan Park on Slaughter Creek, Blowing Sink Preserve, Bauerle Ranch Park, and Mary Moore Searight Metropolitan Park.
- Highways:** I-35 is shown as a blue line with a red and blue shield.
- Improvements:** Pedestrian and bicycle icons are placed along the corridor to indicate planned enhancements.
- Legend:** Located at the bottom right, showing color-coded dots for Vehicular (orange), Pedestrian (yellow), Bicycle (teal), and Transit (blue), and a black line for Corridor Limits.

NOTE: All recommendations are approximate, proposed, and subject to change. The exact locations of improvements will be determined in the Project Design Phase and the City will work with the community prior to project construction.

For more information and a complete list of proposed enhancements, visit [AustinTexas.gov/CorridorMobility](https://austintexas.gov/CorridorMobility)

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Slaughter Lane

FM 1826 to
Vertex Boulevard

Program Phases

City staff anticipates bringing the Proposed Corridor Construction Program to City Council for consideration and approval in spring 2018. Once a Corridor Construction Program is approved, work will begin on the Project Design Phase. If modifications to the approved Corridor Construction Program become necessary, those changes will be communicated to City Council and the community.

DEVELOPMENT OF CORRIDOR MOBILITY PLANS

- Data collection and analysis, including crashes, traffic counts, and anticipated future transportation demand
- Development of mobility recommendations, like continuous sidewalks, bike lanes, and intersection improvements
- Public input through meetings and online
- Conceptual level design
- Corridor Mobility Plans are finalized

CORRIDOR CONSTRUCTION PROGRAM DEVELOPMENT PHASE

- Develop model to prioritize Corridor Mobility Plan recommendations as per the Contract With Voters
- Update Corridor Mobility Plan data to reflect current corridor conditions, plans, and policies
- Coordinate with various City of Austin departments and local agencies
- Conduct public outreach to inform community about existing Corridor Mobility Plans and prioritization process (pop-in meetings, online information, briefings to City Boards and Commissions, and civic groups)
- Conduct cost risk assessment and develop mitigation strategies
- Begin analyzing realities of implementation, like utility impacts, agency coordination, and geographic dispersion
- Prepare Proposed Corridor Construction Program

We are here: February 2018

CITY COUNCIL CONSIDERS PROPOSED CORRIDOR CONSTRUCTION PROGRAM

PROJECT DESIGN PHASE

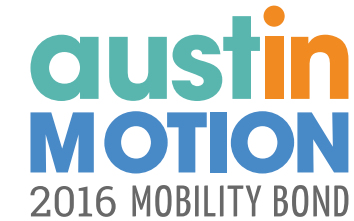
- Conduct surveys to gather information about utilities, property lines, geotechnical analysis, etc.
- Development of traffic management plan to mitigate construction impacts
- Ongoing outreach to the community, City departments, and local agencies
- Continue analyzing realities of implementation
- Coordination with business and property owners to develop strategies to minimize construction impacts
- Finalize design
- Refine cost estimates, look for budget efficiencies, and explore leveraging/partnership opportunities
- Permitting for the projects
- Seek leveraging/other funding opportunities

BID/AWARD/EXECUTION PHASE

- Develop and announce bid/procurement opportunities for construction services
- City Council considers and approves construction contract awards

CONSTRUCTION PHASE

- Construction of corridor improvement projects to enhance mobility, safety, and connectivity
- Ongoing communication with affected stakeholders using multiple methods
- Mitigation of construction impacts



**CORRIDOR
MOBILITY
PROGRAM**



This spring, Austin City Council will consider a Proposed Corridor Construction Program for approval. It will include recommendations for mobility, safety, and connectivity improvements on Slaughter Lane between FM 1826 and Vertex Boulevard, as well as improvements on eight other corridors. Corridors are primary roadways in Austin's transportation network.

The recommendations came from development of the Slaughter Lane Corridor Mobility Plan, which will be finalized in early 2018. More information about the Slaughter Lane Corridor Mobility Plan is available at AustinTexas.gov/SlaughterLane. Funding from the 2016 Mobility Bond will go to improvements on Slaughter Lane.

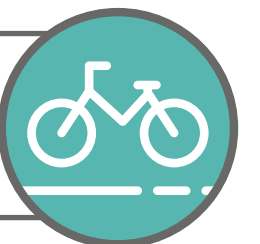
Those projects in the Proposed Corridor Construction Program that have been prioritized for design and construction will result in the biggest bang for the buck and meet other goals outlined in City Council's Contract With Voters.

Here's what you'll get:



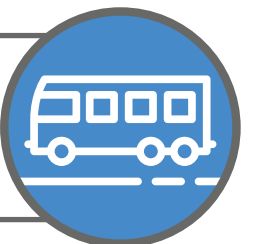
Better traffic flow and reduced delay through intersection improvements, upgraded traffic signals, pavement rehabilitation, and intermittent median islands for safety.

Continuous bicycle lanes or shared-use paths along the full length of the corridor to improve safety and traffic flow.



Continuous ADA-compliant sidewalks along the full length of the corridor, with additional mid-block signalized pedestrian crossings.

Better traffic flow, reduced delay and enhanced connectivity through transit signal priority, and coordination with Capital Metro on strategic placement of transit stops.



The timing and delivery of improvements may be modified after Corridor Construction Program approval, as a variety of factors are being considered, such as geographic dispersion, potential leveraging opportunities, utility conflicts, and scheduling or construction risks. This is to ensure taxpayer dollars are used wisely and in a manner that achieves the desired outcomes expressed in the Contract With Voters.

All recommendations are at a conceptual/preliminary level. Additional project development, including design work, will begin after the Corridor Construction Program is approved by City Council. At that time, the City will work with the community, as well as property and business owners who may be affected. If you have questions about the Proposed Corridor Construction Program, contact Sara Behunek at corridors@austintexas.gov and (512) 974-7840.


South Lamar Boulevard


Riverside Drive to
Ben White Boulevard/US 290 West

MOBILITY, SAFETY, AND CONNECTIVITY IMPROVEMENTS


The list below is what is proposed for the South Lamar Boulevard corridor using 2016 Mobility Bond funds. The City will design and construct improvements that will enhance mobility, safety and connectivity from Riverside Drive to Ben White Boulevard/US 290 West. Additionally, design work will begin on multimodal enhancements between Panther Trail and US 290 for potential future construction. This includes elements like full street reconstruction to extend the life of the roadway; bike lanes that are protected from vehicular traffic; intermittent median islands for safety; and streetscape enhancements.


Design and Construction

- 


Up to 15 traffic signal improvements with enhanced technology to promote vehicular and transit efficiency, and pedestrian and bicyclist safety
- 

Intersection improvements with turn lane modifications to enhance vehicular and transit efficiency, and pedestrian and bicyclist safety at:


 1. Barton Springs Rd
 2. Hether St
 3. Oltorf St
 4. Mary St
 5. Bluebonnet Ln
 6. Barton Skyway
 7. Manchaca Rd
- 


Up to 3 miles of pavement rehabilitation to repair spot damage, restore surface, and improve rideability
- 

Evaluation and possible construction of new mid-block pedestrian crosswalk signals (Pedestrian Hybrid Beacons) for cyclists and pedestrians in the vicinity of:

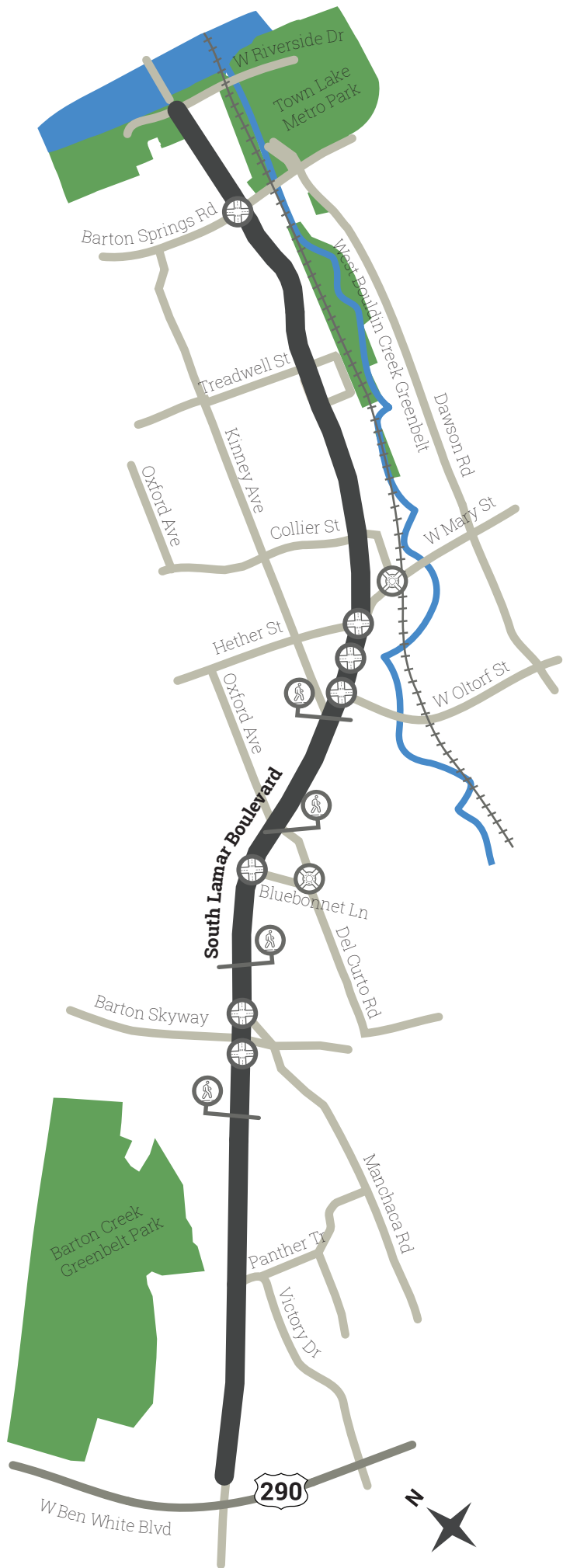
 1. West Oak Dr
 2. Dickson Dr
 3. Oxford Ave/Kinney Ave
 4. Post Apartments
- 

New roundabouts to increase safety and improve traffic at intersections:

 - Mary St/Evergreen Ave
 - Bluebonnet Ln/Del Curto Rd
- 

New bicyclist and pedestrian railroad crossing at Treadwell St to provide a safer connection to West Bouldin Creek Greenbelt
- 

Up to 6 miles of new or rehabilitated sidewalks and shared-use paths to create continuous ADA-compliant sidewalks along length of corridor



- 

New transit operational enhancements at:

 1. Manchaca Rd
 2. Lightsey Rd
 3. Bluebonnet Ln
 4. Oltorf St
 5. Barton Springs Rd
- 

Intermittent median islands at various locations to improve vehicular and transit efficiency, and safety for all users
- 

On-corridor stormwater drainage upgrades from Oxford Ave to Panther Tr to support mobility improvements
- 

Up to 6 miles of new or improved dedicated bicycle lanes to enhance safety and mobility for bicyclists and drivers
- A single improvement may benefit multiple transportation modes.

Vehicular

Pedestrian

Bicycle

Transit

Corridor Limits
- ### Design and Possible Construction
- The City will begin design on the following projects for possible construction with 2016 Mobility Bond funding. Other funding sources and partnerships will be sought.
- Up to half a mile of full street reconstruction between Panther Tr and US 290:

 - Wider sidewalks
 - Protected bicycle lanes
 - Enhanced streetscapes with elements like banners, aesthetic treatments, hardscaping, landscaping, trees, etc
 - Street lighting
 - On-corridor stormwater drainage upgrades
- NOTE: All recommendations are approximate, proposed, and subject to change. The exact locations of improvements will be determined in the Project Design Phase and the City will work with the community prior to project construction.

For more information and a complete list of proposed enhancements, visit AustinTexas.gov/CorridorMobility

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South Lamar Boulevard

Riverside Drive to
Ben White Boulevard/
US 290 West

Program Phases

City staff anticipates bringing the Proposed Corridor Construction Program to City Council for consideration and approval in spring 2018. Once a Corridor Construction Program is approved, work will begin on the Project Design Phase. If modifications to the approved Corridor Construction Program become necessary, those changes will be communicated to City Council and the community.

DEVELOPMENT OF CORRIDOR MOBILITY PLANS

- Data collection and analysis, including crashes, traffic counts, and anticipated future transportation demand
- Development of mobility recommendations, like continuous sidewalks, bike lanes, and intersection improvements
- Public input through meetings and online
- Conceptual level design
- Corridor Mobility Plans are finalized

CORRIDOR CONSTRUCTION PROGRAM DEVELOPMENT PHASE

- Develop model to prioritize Corridor Mobility Plan recommendations as per the Contract With Voters
- Update Corridor Mobility Plan data to reflect current corridor conditions, plans, and policies
- Coordinate with various City of Austin departments and local agencies
- Conduct public outreach to inform community about existing Corridor Mobility Plans and prioritization process (pop-in meetings, online information, briefings to City Boards and Commissions, and civic groups)
- Conduct cost risk assessment and develop mitigation strategies
- Begin analyzing realities of implementation, like utility impacts, agency coordination, and geographic dispersion
- Prepare Proposed Corridor Construction Program

We are here: February 2018

CITY COUNCIL CONSIDERS PROPOSED CORRIDOR CONSTRUCTION PROGRAM

PROJECT DESIGN PHASE

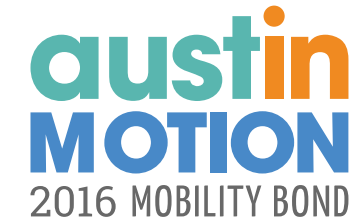
- Conduct surveys to gather information about utilities, property lines, geotechnical analysis, etc.
- Development of traffic management plan to mitigate construction impacts
- Ongoing outreach to the community, City departments, and local agencies
- Continue analyzing realities of implementation
- Coordination with business and property owners to develop strategies to minimize construction impacts
- Finalize design
- Refine cost estimates, look for budget efficiencies, and explore leveraging/partnership opportunities
- Permitting for the projects
- Seek leveraging/other funding opportunities

BID/AWARD/EXECUTION PHASE

- Develop and announce bid/procurement opportunities for construction services
- City Council considers and approves construction contract awards

CONSTRUCTION PHASE

- Construction of corridor improvement projects to enhance mobility, safety, and connectivity
- Ongoing communication with affected stakeholders using multiple methods
- Mitigation of construction impacts



**CORRIDOR
MOBILITY
PROGRAM**



This spring, Austin City Council will consider a Proposed Corridor Construction Program for approval. It will include recommendations for mobility, safety, and connectivity improvements on South Lamar Boulevard between West Riverside Drive and West Ben White Boulevard as well as improvements on eight other corridors. Corridors are primary roadways in Austin's transportation network.

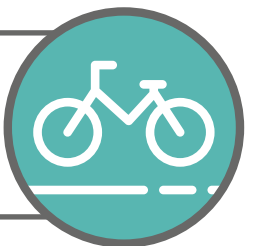
The recommendations came from the South Lamar Corridor Mobility Plan, which was developed with the help of the community. The Corridor Mobility Plan is available at AustinTexas.gov/SouthLamar. Funding from the 2016 Mobility Bond will go to improvements on South Lamar.

Those projects in the Proposed Corridor Construction Program that have been prioritized for design and construction will result in the biggest bang for the buck and meet other goals outlined in City Council's Contract With Voters.

Here's what you'll get:



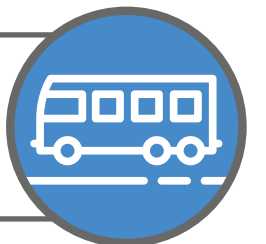
Better traffic flow and reduced delay through intersection improvements, upgraded traffic signals, pavement rehabilitation, and intermittent median islands for safety.



Continuous bicycle lanes or shared-use paths along the full length of the corridor to improve safety and traffic flow.



Continuous ADA-compliant sidewalks along the full length of the corridor, with additional mid-block signalized pedestrian crossings.



Better traffic flow, reduced delay and enhanced connectivity through transit signal priority, and coordination with Capital Metro on strategic placement of transit stops.

The timing and delivery of improvements may be modified after Corridor Construction Program approval, as a variety of factors are being considered, such as geographic dispersion, potential leveraging opportunities, utility conflicts, and scheduling or construction risks. This is to ensure taxpayer dollars are used wisely and in a manner that achieves the desired outcomes expressed in the Contract With Voters.

All recommendations are at a conceptual/preliminary level. Additional project development, including design work, will begin after the Corridor Construction Program is approved by City Council. At that time, the City will work with the community, as well as property and business owners who may be affected. If you have questions about the Proposed Corridor Construction Program, contact Sara Behunek at corridors@austintexas.gov and (512) 974-7840.

William Cannon Drive

Southwest Parkway to
McKinney Falls Parkway

MOBILITY, SAFETY, AND CONNECTIVITY IMPROVEMENTS

The list below is what is proposed for the William Cannon Drive corridor using 2016 Mobility Bond funds. The City will design and construct improvements that will enhance mobility, safety, and connectivity from Southwest Parkway to McKinney Falls Parkway.

Design work will also begin on additional enhancements between Brodie Lane and Manchaca Road, and between Running Water Drive and McKinney Falls Parkway, for potential future construction. This includes elements like road widening to add more travel lanes, enhanced landscaping with trees, additional stormwater drainage improvements, and additional traffic signal and intersection improvements.

Design and Construction

Up to 7 traffic signal improvements with enhanced technology to promote vehicular and transit efficiency, and pedestrian and bicyclist safety

Up to 18 miles of new or rehabilitated sidewalks to create continuous ADA-compliant sidewalks along length of corridor

Up to 5 miles of dedicated or protected bicycle lanes to improve safety and mobility for bicyclists and drivers

A protected bike lane will be added in each direction between US 290 and Southwest Pkwy by repurposing one travel lane in each direction

Up to 2 miles of pavement rehabilitation to repair spot damage, restore surface, and improve rideability

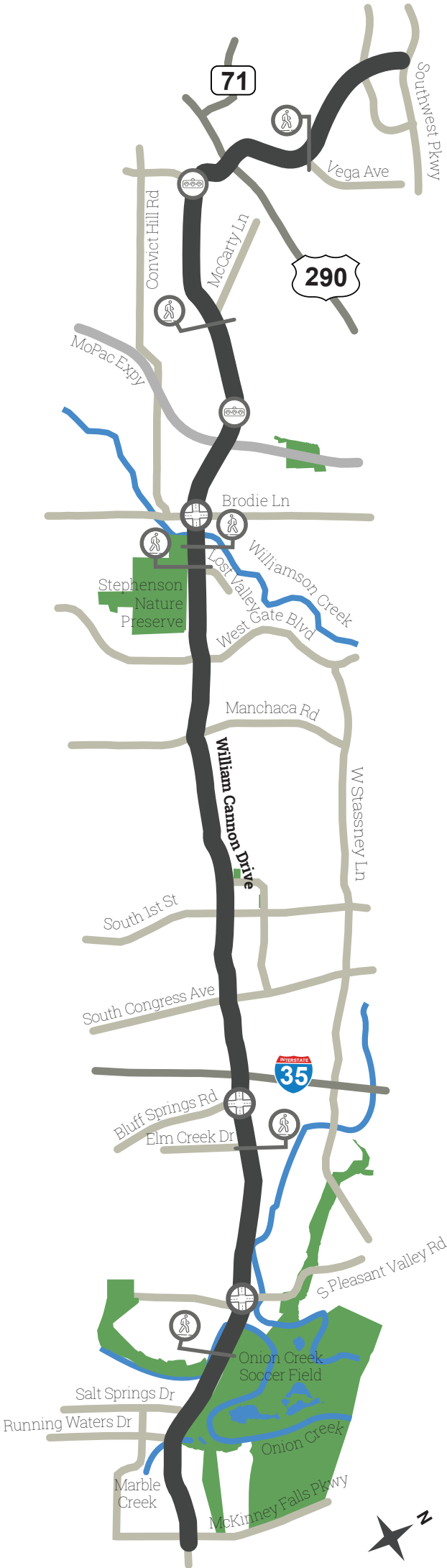
A new bridge over Marble Creek to provide two additional travel lanes for drivers and bicyclists, and sidewalks for pedestrians

Landscaping enhancements including new trees from Running Water Dr to McKinney Falls Pkwy

Intersection improvements with turn lane modifications to enhance vehicular and transit efficiency, and pedestrian and bicyclist safety:

1. Brodie Ln
2. S Pleasant Valley Rd
3. Bluff Springs Rd

On-corridor stormwater drainage upgrades from Running Water Dr to McKinney Falls Pkwy to support mobility improvements



Evaluation and possible construction of new midblock pedestrian crosswalk signals (Pedestrian Hybrid Beacons) for cyclists and pedestrians in the vicinity of:

1. Vega Ave
2. McCarty Ln
3. Lost Valley
4. Stephenson Nature Preserve
5. Elm Creek
6. Rockridge Dr
7. Onion Creek Soccer Fields

A single improvement may benefit multiple transportation modes.

Vehicular

Pedestrian

Bicycle

Transit

Corridor Limits

Design and Possible Construction

The City will begin design on the following projects for possible construction with 2016 Mobility Bond funding. Other funding sources and partnerships will be sought.

Additional multimodal enhancements in some areas include:

- Roadway widening (from four lanes to six lanes) from Brodie Ln to Manchaca Rd, and from Running Water Dr to McKinney Falls Pkwy
- Enhanced landscaping, including trees
- Additional traffic signal and intersection improvements:
 1. Southwest Pkwy
 2. Rialto Blvd
 3. US 290
 4. Escarpment Blvd
 5. Beckett Rd
 6. Brush Country Rd
 7. MoPac
 8. West Gate Blvd
 9. Manchaca Rd
 10. Emerald Forest Dr
 11. S 1st St
 12. S Congress Ave
 13. I-35
 14. Salt Springs Rd
- Additional on-corridor stormwater drainage upgrades from Brodie Ln to Manchaca Rd



William Cannon Drive

Southwest Parkway to McKinney Falls Parkway

Program Phases

City staff anticipates bringing the Proposed Corridor Construction Program to City Council for consideration and approval in spring 2018. Once a Corridor Construction Program is approved, work will begin on the Project Design Phase. If modifications to the approved Corridor Construction Program become necessary, those changes will be communicated to City Council and the community.

DEVELOPMENT OF CORRIDOR MOBILITY PLANS

- Data collection and analysis, including crashes, traffic counts, and anticipated future transportation demand
- Development of mobility recommendations, like continuous sidewalks, bike lanes, and intersection improvements
- Public input through meetings and online
- Conceptual level design
- Corridor Mobility Plans are finalized

CORRIDOR CONSTRUCTION PROGRAM DEVELOPMENT PHASE

- Develop model to prioritize Corridor Mobility Plan recommendations as per the Contract With Voters
- Update Corridor Mobility Plan data to reflect current corridor conditions, plans, and policies
- Coordinate with various City of Austin departments and local agencies
- Conduct public outreach to inform community about existing Corridor Mobility Plans and prioritization process (pop-in meetings, online information, briefings to City Boards and Commissions, and civic groups)
- Conduct cost risk assessment and develop mitigation strategies
- Begin analyzing realities of implementation, like utility impacts, agency coordination, and geographic dispersion
- Prepare Proposed Corridor Construction Program

We are here: February 2018

CITY COUNCIL CONSIDERS PROPOSED CORRIDOR CONSTRUCTION PROGRAM

PROJECT DESIGN PHASE

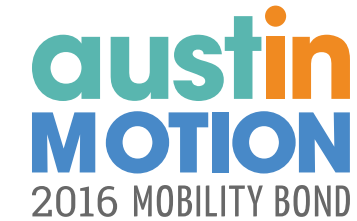
- Conduct surveys to gather information about utilities, property lines, geotechnical analysis, etc.
- Development of traffic management plan to mitigate construction impacts
- Ongoing outreach to the community, City departments, and local agencies
- Continue analyzing realities of implementation
- Coordination with business and property owners to develop strategies to minimize construction impacts
- Finalize design
- Refine cost estimates, look for budget efficiencies, and explore leveraging/partnership opportunities
- Permitting for the projects
- Seek leveraging/other funding opportunities

BID/AWARD/EXECUTION PHASE

- Develop and announce bid/procurement opportunities for construction services
- City Council considers and approves construction contract awards

CONSTRUCTION PHASE

- Construction of corridor improvement projects to enhance mobility, safety, and connectivity
- Ongoing communication with affected stakeholders using multiple methods
- Mitigation of construction impacts



**CORRIDOR
MOBILITY
PROGRAM**



This spring, Austin City Council will consider a Proposed Corridor Construction Program for approval. It will include recommendations for mobility, safety, and connectivity improvements on William Cannon Drive between Southwest Parkway and McKinney Falls Parkway as well as improvements on eight other corridors. Corridors are primary roadways in Austin's transportation network.

The recommendations came from development of the William Cannon Drive Corridor Mobility Plan, which will be finalized in early 2018. More information about the William Cannon Drive Corridor Mobility Plan is available at AustinTexas.gov/WilliamCannon. Funding from the 2016 Mobility Bond will go to improvements on William Cannon Drive.

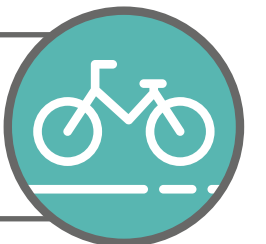
Those projects in the Proposed Corridor Construction Program that have been prioritized for design and construction will result in the biggest bang for the buck and meet other goals outlined in City Council's Contract With Voters.

Here's what you'll get:



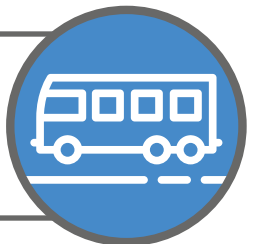
Better traffic flow and reduced delay through intersection improvements, upgraded traffic signals, pavement rehabilitation, and intermittent median islands for safety.

Continuous bicycle lanes or shared-use paths along the full length of the corridor to improve safety and traffic flow.



Continuous ADA-compliant sidewalks along the full length of the corridor, with additional mid-block signalized pedestrian crossings.

Better traffic flow, reduced delay and enhanced connectivity through transit signal priority, and coordination with Capital Metro on strategic placement of transit stops.



The timing and delivery of improvements may be modified after Corridor Construction Program approval, as a variety of factors are being considered, such as geographic dispersion, potential leveraging opportunities, utility conflicts, and scheduling or construction risks. This is to ensure taxpayer dollars are used wisely and in a manner that achieves the desired outcomes expressed in the Contract With Voters.

All recommendations are at a conceptual/preliminary level. Additional project development, including design work, will begin after the Corridor Construction Program is approved by City Council. At that time, the City will work with the community, as well as property and business owners who may be affected. If you have questions about the Proposed Corridor Construction Program, contact Sara Behunek at corridors@austintexas.gov and (512) 974-7840.

MBE/WBE OUTREACH PLAN

CITY OF AUSTIN **CORRIDOR MOBILITY BOND PROGRAM**



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This Plan identifies key issues which historically have affected the level of MBE/WBE participation and delineates specific actions that will be undertaken to address those issues.

Prepared by:
Haynes-Eaglin-Waters, LLC
and HDR Engineering, Inc.

For:
The City of Austin

04 CORRIDOR MOBILITY PROGRAM

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CORRIDOR MOBILITY PROGRAM



In November 2016, Austin voters approved \$720 million for local, corridor, and regional mobility improvements.

The largest portion is earmarked for the Corridor Mobility Program.

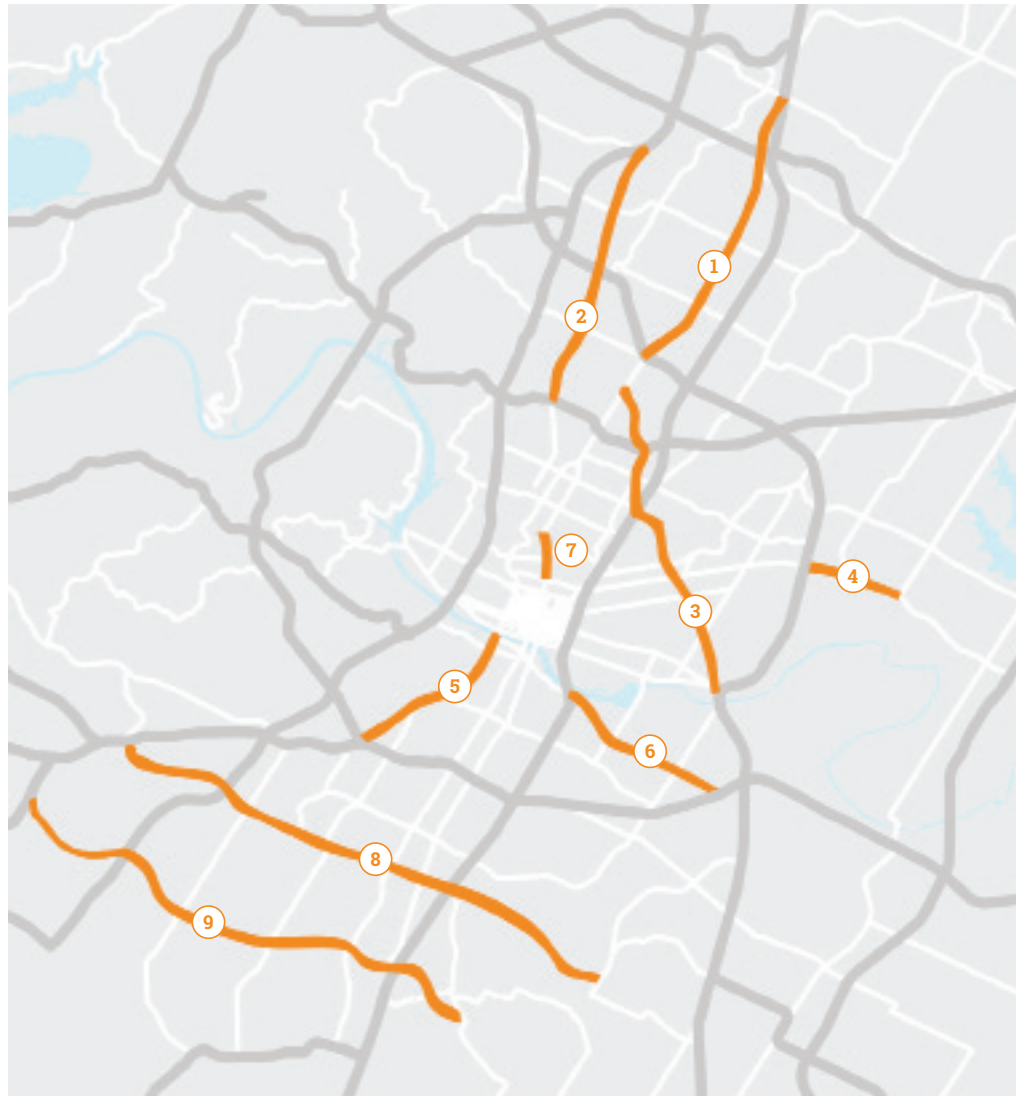
The goal of the Corridor Mobility Program is to improve safety, mobility, and connectivity for everyone – including people who drive, walk, bike, or take transit.

The majority of the bond, \$482 million, will be allocated for improvements to nine major roadways (Corridors) in Austin.

Nine major corridors in Austin are eligible for funding through the Mobility Bond.

1. North Lamar Boulevard
(US Highway 183 to
Howard Lane)
2. Burnet Road
(Koenig Lane to MoPac
Expressway)
3. Airport Boulevard
(North Lamar Boulevard
to US Highway 183)
4. East Martin Luther King,
Jr. Boulevard/FM 969
(US Highway 183 to
Decker Lane)
5. South Lamar Boulevard
(Riverside Drive to
Ben White Boulevard/
US Highway 290 West)
6. East Riverside Drive
(I-35 to SH 71)
7. Guadalupe Street
(Martin Luther King Jr.
Boulevard to West 29th
Street)
8. William Cannon Drive*
(Southwest Parkway
to McKinney Falls
Parkway)
9. Slaughter Lane*
(FM 1826 to
Vertex Road)

*Plan in progress



CITY OF AUSTIN COMMITMENT TO MBE/WBE PARTICIPATION

The Austin City Council is **committed to maximizing the participation of local firms and City-certified Minority (MBE) and Women-Owned Businesses (WBE) in the award of contracts** for the design and construction of mobility bond improvements.

While City Council's commitment extends to all mobility bond projects, **this plan delineates specific actions the City will undertake to engage MBE/WBE firms in the design and construction of improvements for the nine Corridors included in the \$482 million Corridor Mobility Program.**

The City Council selected HDR Engineering, Inc. (HDR), as the Consultant to assist City officials with the Corridor Mobility Program planning and construction prioritization process.

Haynes-Eaglin-Waters, LLC (HEW), a subconsultant to HDR, worked closely with the Small and Minority Business Resources Department (SMBR) to assist in the development of the Corridor Mobility Program MBE/WBE Outreach Plan.

Improvements to enhance safety and traffic flow along the nine major Corridors will be planned, designed and constructed over an eight year period.

Specific projects will be developed subsequent to completion of a prioritization process subject to Austin City Council approval. The timeline for this approval is expected to occur in early 2018.



INTERSECTION IMPROVEMENTS
signals / turn lanes / pedestrian crossings



TRANSIT-SUPPORTIVE IMPROVEMENTS
connectivity to bus stops / transit priority signalization



SIDEWALKS AND CURB RAMPS
accessibility / crosswalks



COMPLETE STREETS
improvements along corridor segments that accommodate all modes of transportation / streetscape improvements



BICYCLE FACILITIES
separated and protected bike lanes

In addition to the Corridor Mobility Program, other Bond funds will go to local and regional projects throughout the City.

\$137 million for Local Mobility Projects

- Sidewalks (\$37.5 million)
- Safe Routes to Schools (\$27.5 million Total/\$2.75 million for each City Council District)
- Bikeways (\$20 million)
- Urban Trails (\$26 million)
- Fatality Reduction Strategies (\$15 million)
- Substandard Streets/Capital Renewal (\$11 million)

\$101 million for Regional Mobility Projects

- Intersection improvements along Loop 360 (\$46 million)
- Spicewood Springs Road improvements (\$17 million)
- Improvements along Anderson Mill Road, Parmer Lane and the intersection of RM 620 and FM 2222 (\$30 million)
- Replacement of Old Bee Caves Road bridge (\$8 million)

MBE/WBE STRATEGIES

The focus of this plan is to identify and implement strategies to encourage and support MBE/WBE firms to successfully bid and perform on Corridor Mobility Program projects.

Typical design disciplines and construction scopes of work include:

Design Disciplines	Construction Scopes of Work
civil engineering	concrete
landscape architecture	reinforcing steel
urban design	underground utilities
electrical engineering	drainage
traffic engineering	asphalt paving
geotechnical engineering	manholes
structural engineering	street lighting
surveying	hauling
cost estimating	landscaping

The Plan identifies key issues which historically have affected the level of MBE/WBE participation and delineates specific actions that will be undertaken to address those issues.

The Plan additionally outlines actions to increase the number and capacity of City-certified MBE/WBE firms that provide disciplines and scopes of work typically required for the Corridor Mobility Program.

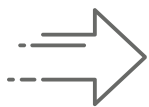


issue #1

Community Support

Successful engagement of MBE/WBE firms requires the community's broad-based support and cooperation. Targeted outreach to key construction stakeholders is a critical first step toward achieving these objectives. Input from these stakeholders is essential for the development and implementation of effective MBE/WBE engagement strategies.





actions

Meet individually with key construction stakeholders

- ➔ Share information about the Corridor Mobility Program.
- ➔ Clearly articulate City Council's solid commitment to MBE/WBE participation in the Program.
- ➔ Solicit input on effective strategies to maximize MBE/WBE involvement.
- ➔ Elicit support and cooperation for successful MBE/WBE engagement.

Key Stakeholders

1. Austin Area Black Contractors Association
2. U.S. Hispanic Contractors Association de Austin
3. Asian Contractor Association
4. Associated General Contractors Association of Austin
5. Associated General Contractors Association of Texas
6. Associated Builders and Contractors Association
7. Greater Austin Black Chamber of Commerce
8. Greater Austin Hispanic Chamber of Commerce
9. Greater Austin Asian Chamber of Commerce
10. Greater Austin Chamber of Commerce

issue #2

Quality Outreach

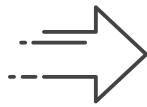
Prime bidders who do not meet MBE/WBE goals are required to conduct Good Faith Efforts (GFE). This includes using two separate verifiable forms of notification to solicit bids/proposals from all firms listed on the MBE/WBE

"availability list" a minimum of seven business days prior to the solicitation deadline.

Over the years, concerns about GFE notification requirements have been raised by community stakeholders, firms who respond as primes as well as those who respond as subs.

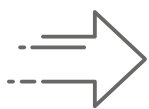
Maximizing participation of MBE/WBE firms in the

Corridor Mobility Program will require quality outreach that fosters authentic engagement between primes and subs.



91% of MBE/WBE goals are met on Capital Improvement projects awarded by City Council.





actions

Undertake outreach strategies to encourage MBE/WBE firms to pursue Corridor Mobility Program opportunities

- ➔ **Host a Corridor Mobility Program Information and Networking Session.**
The session will provide a forum for MBE/WBE firms to engage with companies who typically pursue City projects as prime consultants or contractors. Attendance by prime firms at this event will be considered by SMBR as an additional component of Good Faith Effort (GFE) compliance.
- ➔ **Periodically host additional events and attend meetings/events sponsored by trade associations.** Include weekend and evening events to better accommodate schedules of those unable to meet during typical work day hours.
- ➔ **Consider making attendance at pre-bid/proposal conferences mandatory for prime firms as appropriate.** Distribute contact information of prime firms in attendance to all MBE/WBE firms on the availability list.
- ➔ **Partner with stakeholders to conduct outreach to their members.** Inform them about specific Corridor Mobility Program opportunities. Request stakeholders to share information about the number of members who pursue Corridor Mobility Program opportunities and whether or not their submissions resulted in contract awards.
- ➔ **Launch a pilot program through which SMBR assumes the responsibility for GFE notification to City-certified MBE/WBE firms and trade associations.** If the pilot is effective, extend to Corridor Mobility Program solicitations. Prime firms will remain responsible for other GFE compliance requirements including:
 - ➔ Negotiating in good faith with interested MBE/WBE firms that have submitted bids/proposals.
 - ➔ Publishing solicitation notices in a local publication (i.e. newspaper, trade association publication, or via electronic/social media).
 - ➔ Selecting portions of the work to be performed by MBE/WBE firms in order to increase the likelihood that the MBE/WBE goals or subgoals will be met.

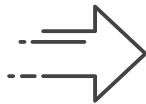
issue #3

Availability of Construction Firms

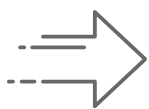
Most contractors included in the City's MBE/WBE database provide goods and services typically required for building (vertical) construction rather than civil (horizontal) construction.

As of September 2017, approximately 39% of (177 of 457) MBE/WBE construction firms list "horizontal" commodity codes.

Consequently, the pool of MBE/WBE contractors currently available to participate in Corridor Mobility Program projects is more limited than the pool of firms currently available to participate in building construction.



Less than half of City-certified MBE/WBE firms list commodity codes required for Corridor Mobility Program contracts.



actions

Increase the number of City-certified MBE/WBE construction firms who provide goods and services required for the Corridor Mobility Program

- ➔ **Conduct targeted outreach.** Target firms that perform horizontal construction listed in other local MBE/WBE databases but not certified with the City to encourage City certification.
- ➔ **Maintain contact with Chambers of Commerce and Contractor Associations.** Identify non-certified MBE/WBE firms that may be interested in applying for City of Austin certification.
- ➔ **Coordinate with the City's Small Business Program.** Identify individuals who have the skills to perform on Corridor Mobility Program projects.
- ➔ **Enhance utilization of social media.** Invite individuals to learn more about the City's MBE/WBE Certification process.
- ➔ **Expand utilization of the City TV Cable Network, ATXN to present information about MBE/WBE certification.**
- ➔ **Advertise Corridor Mobility Program opportunities.** Encourage City certification through media that target minority and women audiences including radio stations such as 88.7 KAZI-FM or 107.1 KLZT-FM.
- ➔ **Develop a list of construction scopes of work and commodity codes required for the Corridor Mobility Program.** Share with City-certified firms, those seeking City certification and stakeholders.
- ➔ **Host monthly vendor profile review workshops.** Host the events at the SMBR office to assist MBE/WBE firms in reviewing applicable commodity codes and modifying or updating their profiles as appropriate.

issue #4

City of Austin MBE/WBE Certification

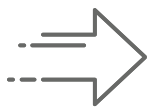


Firms seeking City of Austin MBE/WBE certification are required to submit personal and business financial information which some firms consider to be onerous, intrusive, duplicative and a deterrent to pursuing City-certification.

Once certified, updates are requested annually and specific documentation must be submitted every three years to maintain certification.

If the company's certification is not renewed prior to the expiration date, the firm is removed from the SMBR's database until such time as re-certification is completed.

Proactive steps to help firms maintain their certification is critical for successful MBE/WBE participation in the Corridor Mobility Program.



actions

Streamline MBE/WBE Certification Processes

➔ **Recommend amending the MBE/WBE ordinance to:**

- ➔ Eliminate annual updates
- ➔ Extend the period for renewal from every 3 to every 4 years.

Note: SMBR will reserve the right to require documentation as needed.

➔ **Launch a “Rapid Renewal” pilot program.**

The pilot program will target firms that provide goods/services required for the Corridor Mobility Program. Through the program, SMBR will review renewal documentation and issue certification within 10 business days of receipt of all required documents.

➔ **Implement a “Rapid Certification” process.**

Firms that provide Corridor Mobility Program-related goods/services will be certified within 30 days of receipt of all required documents.

➔ **Host quarterly certification workshops and schedule other workshops to coincide with Corridor Mobility Program pre-bid/pre-proposal conferences.**

➔ **Regularly attend meetings and events hosted by Chambers of Commerce and Contractor Associations.**

Provide guidance about certification and meet with individual companies to review certification documents and provide feedback.

➔ **Survey firms whose certification has lapsed.** Determine reasons why they failed to renew their certification.

issue #5

Increase Capacity to Succeed

Some City of Austin requirements and procedures may prove challenging for small companies.

Firms unable to secure bonds and insurance required for City of Austin contracts will not be able to work on City projects even if their bids or proposals were deemed “successful” otherwise.

Non-compliance with other provisions may be considered a “breach of contract” including:

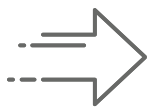
- Safety Plans
- OSHA Certification
- Prevailing Wages
- Certified Payrolls

Securing required permits from the City of Austin has been identified by some contractors as a factor that has impacted timely completion of work. This has proven to be particularly challenging for small firms who do not have the personnel to assign to

these types of administrative tasks which in turn has affected their capacity to meet project schedules.

The time between work completion and payment may be equally challenging. Pay applications and invoices for most City projects are submitted monthly after work is performed. Small firms historically have lacked sufficient cash flow or access to working capital to operate for the 45 to 60-day time period between the date that work is completed and payment is received.

Finally, the ability to properly estimate job costs and remain competitive is a challenge faced by all contractors. While many business owners are skilled at their craft, some may be less accomplished with project estimating/bidding. It is clear that companies that are not able to accurately forecast the labor and materials required for a project and include reasonable overhead and profit, are not likely to be successful in the construction industry.



actions

Enhance the capacity of MBE/WBE construction companies to bid and succeed on Corridor Mobility Program projects as prime or subcontractors

- ➔ **Develop a Corridor Mobility Program preparation course designed to assist City-certified firms build capacity to bid and perform on Corridor Mobility Program projects.**

Curriculum topics may include:

- ➔ MBE/WBE Certification and Renewal
- ➔ Vertical/Horizontal Construction Commodity Code Review and Modification
- ➔ Securing Bonds, Insurance and Working Capital
- ➔ OSHA 30 and 10 Hour Certification
- ➔ ROCIP/Certified Payrolls/Safety Plans/Prevailing and Living Wages
- ➔ Project Estimating & Bidding Tips
- ➔ Financial Recordkeeping
- ➔ City of Austin Contract Provisions
- ➔ Securing City Permits

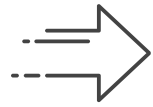


issue #5



INCREASE CAPACITY TO SUCCEED CONTINUED

issue #5 INCREASE CAPACITY TO SUCCEED



actions

Enhance the capacity of MBE/WBE construction companies to bid and succeed on Corridor Mobility Program projects as prime or subcontractors

➔ **Host semi-annual Technical Assistance**

Workshops. MBE/WBE firms will be able to engage individually with providers of insurance, bonding, working capital loans and estimating services.

➔ **Meet with individual certified MBE/WBE firms that request technical assistance.**

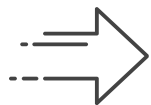
Meet with these firms as necessary and appropriate.

➔ **Expedite the permit process for firms who are awarded contracts and subcontracts on Corridor Mobility Program projects.**

➔ **Extend financial enhancement programs currently available for alternative construction delivery methods only to all delivery methods.**

Partner with Trade Associations and Chambers of Commerce to host training sessions to promote awareness and understanding of these programs which include:

- ➔ Partial Payment
- ➔ Retainage Release
- ➔ Mobilization Pay



City of Austin Financial Enhancement Programs help small firms with cash flow and project management.



issue #6

Size and Scope of Bid and Proposal Packages

The decision regarding which solicitations MBE/WBE firms respond to is often determined by the size or scope of the bid or proposal package.

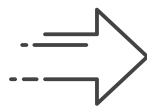
Bid and proposal packages for major construction projects sometimes are developed with the objective of reducing costs and maximizing project management efficiency.

As a result, packages may be bundled in a manner where the size and scope of work of individual packages may exceed the performance capacity of MBE/WBE subcontractors, particularly as it relates to bonding requirements.

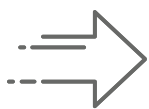
Bid packaging may also affect the manner in which primes address the MBE/WBE goals established for solicitations. Some firms have characterized goals as “ceilings” rather than “floors” thereby artificially capping MBE/WBE participation to no more than the value of the goals.

Particular frustration has been expressed by MBE/WBE subcontractors who report submitting bids to primes for complete scopes of work that exceed sub goals but are only awarded arbitrary portions of the scope that meets the goal.

Some primes who consistently attempt to meet MBE/WBE goals have expressed that apportionment of scopes is sometimes required in order to meet all project goals.



Large bid packages often exceed capacity of MBE/WBE firms. Additionally, prime firms may award scope to satisfy minimum goal requirements for sub participation.



actions

Package solicitations to target the availability and capacity of local MBE/WBE firms

- ➔ **Prior to the release of bid packages, relevant Departments and the Corridor Mobility Program Consultant will meet to assess bid packages to target the capabilities of local MBE/WBE City of Austin certified firms.**

Issue construction bid packages to encourage MBE/WBE firms to pursue smaller packages as prime contractors/consultants. For example, there are 22 firms listed in the SMBR database that provide landscaping services. Landscaping could be broken out of a larger “street construction” project and issued as an individual bid package.

- ➔ **Encourage prime contractors and consultants to award elements of individual bid/proposal packages for larger projects to multiple subs.** If feasible, the entire scope could be covered with several firms rather than a single firm. For example, 42 firms that provide hauling services are listed in the SMBR database. Hauling should be considered as a scope of work for lower-tier MBE/WBE participation even if the prime is capable of “self-performing” hauling.

- ➔ **Consider issuing a variety of contract sizes for small and large Corridor Mobility Program design and construction projects.** These packages should be released to encourage responses from MBE/WBE firms as primes.

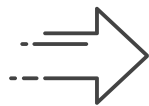


issue #7

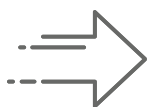
Facilitate Relationships Between Primes and Subs

It is important that MBE/WBE firms build effective relationships with prime consultants and contractors that pursue City of Austin projects in an effort to achieve successful MBE/WBE participation in the Corridor Mobility Program.

MBE/WBE subconsultants and subcontractors may face challenges in building relationships with prime firms who have established successful working relationships with particular subs who consistently perform well.



Existing relationships between primes and subs may hinder the creation of new relationship with other subs.



actions

Facilitate relationship-building through networking events and voluntary teaming and mentoring

➔ **Plan a series of prime/sub networking events.** The events will provide a forum for potential prime firms and subconsultants/subcontractors to meet, interact and explore teaming. Primes will be encouraged to explore new subcontractor relationships to supplement existing relationships.

➔ **Consider requiring mandatory pre-bid/proposal conferences for the Corridor Mobility Program for prime firms as appropriate.** As noted in Action Item #2, mandatory pre-bid/proposal conferences will facilitate the sub's ability to identify potential prime bidders on specific solicitations. Include prime/sub networking opportunities during each pre-bid/proposal conference held for the Corridor Mobility Program.



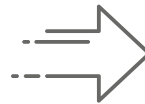
issue #8

Communications Between Primes and Subs

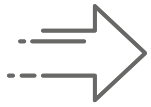
Some MBE/WBE firms and stakeholders have expressed concern about the lack of adequate communications between prime firms who are awarded City contracts and the subcontractors listed on their compliance plans.

Examples of communication concerns experienced by MBE/WBE subs include:

- ➔ Lack of timely communication from prime contractor to be on-site in less than 24 hours to begin work or risk losing the contract.
- ➔ Lack of timely communication about the project specifics including start, substantial completion or the schedule for the sub's particular scope.



Lack of timely communication can create problems with scope and scheduling which may result in the loss of contracts.



actions

Make timely communication between prime firms and all subcontractors included on the Compliance Plan a contractual requirement

- ➔ **Include language in project solicitations that requires prime contractors to invite subs on the Compliance Plan to attend pre-construction meetings.**
- ➔ **Require prime contractors to give subs reasonable advance notice prior to jobsite mobilization and provide monthly schedule updates.**



MBE/WBE OUTREACH PLAN

CITY OF AUSTIN **2016 MOBILITY BOND**

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CORRIDOR
MOBILITY
PROGRAM

